35 cents

JANUARY 1, 1954

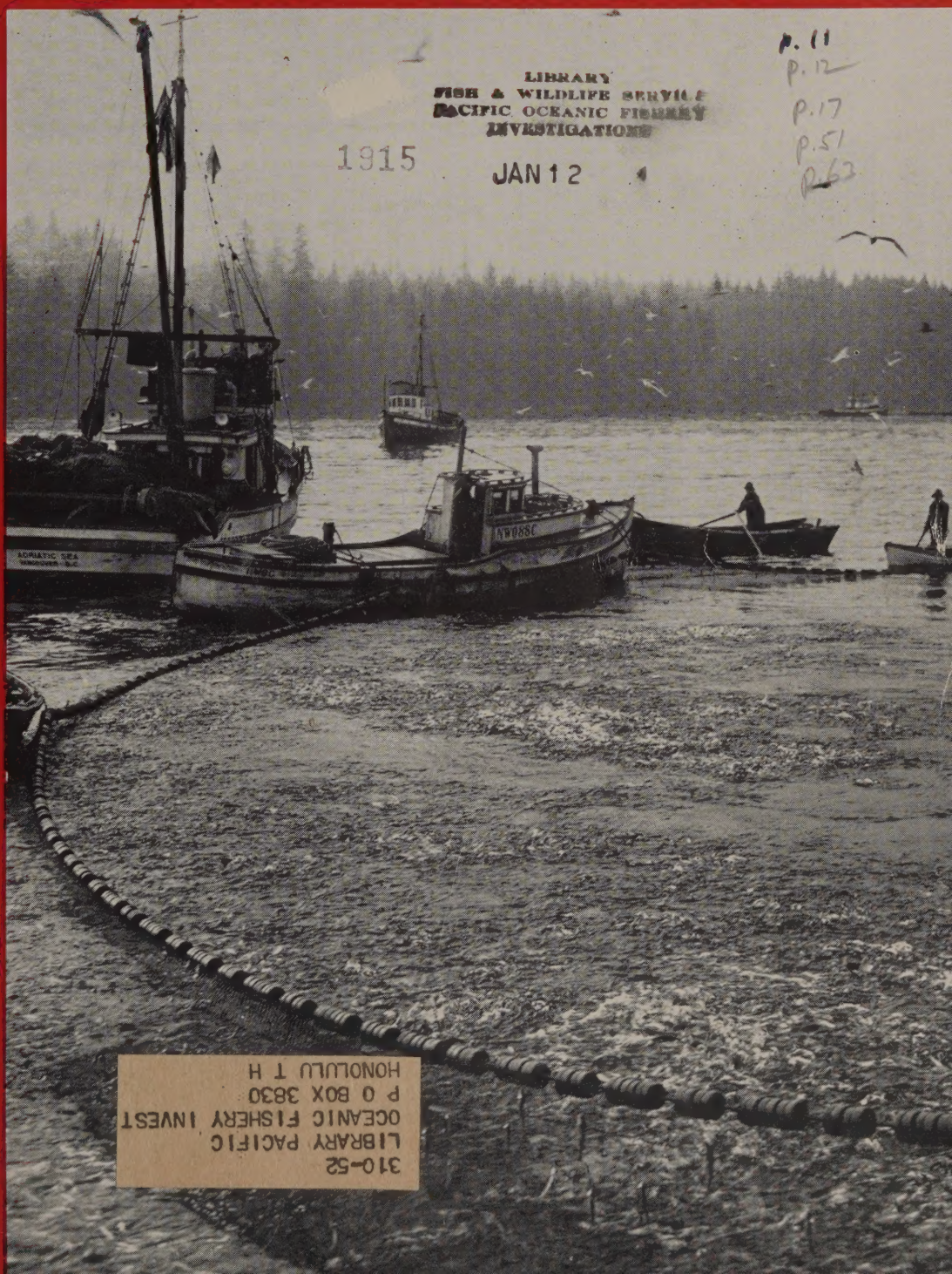
PACIFIC FISHERMAN

F.T.C. Salmon Complaint

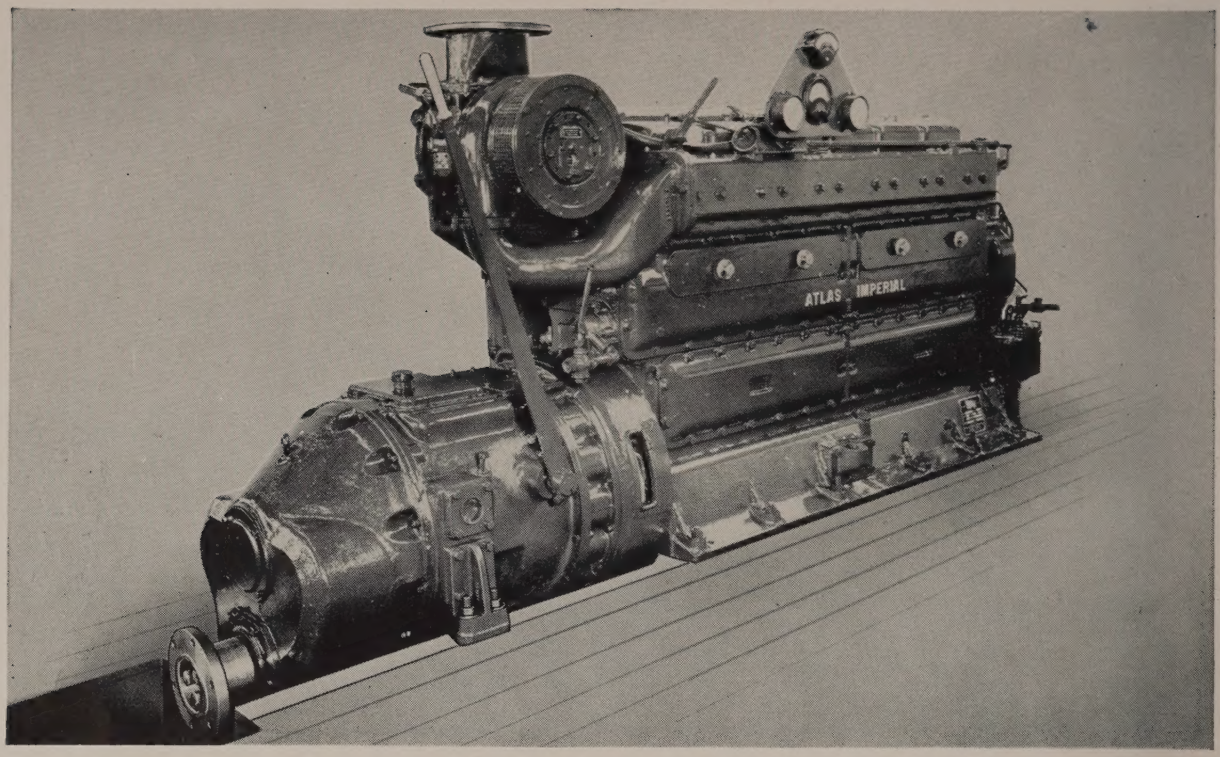
What it IS

What it MEANS

Page 14



Productive herring fishing reported in B. C. this year, as in this photograph. (Story on page 51.)



performance **plus!** . . . . with the Atlas Model 35 Marine Diesel!

For new operating economy and trouble-free hauls, here is Atlas performance that is tailor-made for every type of workboat and fishing craft. Simple engine design means easy maintenance and lower weight per horsepower—while precision parts and heavy duty frame insure exceptional long-life and no expensive repair bills.

Like the complete line of Superior and Atlas Marine Diesels, the Atlas 35 has the built-in quality which gives you years of service, dependability and efficiency.

Make sure you have the complete facts on the Atlas 35—ask for a copy of the new bulletin covering this Atlas at the nearest office listed below or write Springfield, Ohio.

THREE MODELS TO MEET YOUR POWER NEEDS

Model Number	No. of Cylinders	H. P.	R. P. M.
35-S2-4	4	110	1000
35-S2-6	6	195	1225
35-S2X-6 (Super-charged)	6	300	1225

Superior ENGINES — ATLAS Imperial DIESEL ENGINES

DIESEL • DUAL FUEL • GAS

Distributor of Lister Diesels in the U.S.A.

ENGINE DIVISION

THE NATIONAL SUPPLY COMPANY

PLANT AND GENERAL OFFICES:

SPRINGFIELD, OHIO

SALES AND SERVICE POINTS:

Gloucester, Massachusetts
Birmingham, Alabama
Houston • Fort Worth, Texas
San Diego • Oakland
Terminal Island, California
Ketchikan, Alaska
Washington, D.C. • Chicago
Portland • Astoria, Oregon
Casper, Wyoming
Halifax, Nova Scotia
Vancouver, B.C. • Toronto, Ontario
Park Rapids, Minnesota
New York • Seattle • New Orleans
Pittsburgh, Pennsylvania

PACIFIC FISHERMAN

January 1, 1954 **Volume 52, No. 1**

TABLE OF CONTENTS

Tuna Tops 1952 by Half-Million 9
No Painless Pattern in Alaska 10
How Tuna Tagging Is Done 12
The F.T.C. Salmon Complaint 14
U.S.F.W.S. and the Industry 17
1953 Sockeye Escapement 18
Paladini Designs a New Plant 45
Fall Herring Shatter Records 51

DeWitt Gilbert ..... Editor
A. W. Ponsford ..... Associate Editor
Stuart F. Leete ..... Associate Editor
Charles L. Shaw ..... Associate Editor
C. L. Hillyard ..... Advertising Mgr.

A Miller Freeman Publication

Miller Freeman ..... President
Lawrence K. Smith ..... Vice President
William B. Freeman ..... Vice President
Miller Freeman, Jr. ..... Secy.-Treasurer

Publishing Office

534 S. W. Third Ave., Portland, Ore.
BEacon 6348

Editorial & Advertising Offices

71 Columbia St., Seattle 4, Wash.
MAin 1626

370 Lexington Av., New York 17, N. Y. . MUrray Hill 3-9294
1791 Howard St., Chicago 26, Ill. ..... ROgers Park 4-3420
Royal Bank Bldg., Vancouver, B. C., Canada . . . MArine 7287
815 Witmer St., Los Angeles 17, Calif. ..... DUnkirk 9-1112
121 Second Street, San Francisco 5, Calif. . . . GArfield 1-5887
315 N. Avalon Blvd., Wilmington, Calif. . . . TErminal 4-4538
3518 Dante St., New Orleans 18, La. ..... AMhurst 2762

SUBSCRIPTION RATES: U. S. and Canada —one year $3.00; two years $5.00; three years $7.00. Other countries — one year $4.00; two years $7.00.

CHANGE OF ADDRESS: Please send notice of change of address to 121 Second St., San Francisco 5, Calif., as early as possible and include both old and new addresses, plus zone number at new address.

ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions and insertion orders should be sent to the Seattle office.

PACIFIC FISHERMAN (with which is combined West Coast Fisheries). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 534 S. W. Third Ave., Portland 4, Ore. Application for re-entry as second class matter is pending at the post office at Portland, Ore., under Act of March 3, 1879. Postmaster, please send Notice 3579 to PACIFIC FISHERMAN, 121 Second St., San Francisco 5, California.

"Use is the Essence Of Conservation"

—Orme Lewis

USE is the very essence of the concept of conservation prevailing today in the Department of the Interior—and I mean 'use' which provides continuing benefit from our resources. The long-term public interest is the yardstick for our decision."

It is Orme Lewis, Assistant Secretary of the Interior, addressing a December audience in Seattle. His words carry special significance for the fisheries, since his responsibilities in Interior are not only Fish and Wildlife but also Indian Affairs, Territories, National Parks, and Land Management.

"We hold that successful conservation is not, and need not be, synonymous with Federal control and ownership.

"The Federal authority can do a **better** job if its efforts are limited to those fields where Federal administration can do the **best** job, while States and private individuals and interests should be permitted to handle those aspects of conservation for which they are specially fitted, in which they can be most effective, and through which the public interest can best be served.

"We hold that **the Federal government is not the sole and only competent manager of our resources.**

"Conservation is a business for us **all**—a challenge to all Americans; but we must see our objectives clearly. We must not jeopardize our resources; and this need not be under proper-use conservation.

"Sometimes our lands are more **valuable** in private hands, contributing more to the national economy, than in those of the Federal government. This was the thinking which guided Congress into the enactment of laws by which individual Americans could acquire lands and homes and futures in the public domain.

"This concept has been mistreated by some administrators in the past."

(Mr. Lewis did not particularize, but many of his hearers could recall clearly the Ickes policy of suspending Alaska public land withdrawals—a policy which for years prevented Americans from acquiring lands and homes in Alaska, retarding development of the North.)

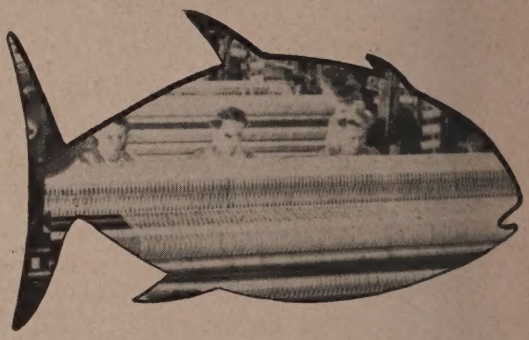
"We seek in our concept of conservation and our administration of public lands to return to the policy and will of Congress as expressed in its laws giving individual Americans access to the public domain where it appears that placing of such lands in private hands will best serve the national economy and the long-term public interest. In short, we seek to reverse the trend toward increasing land-holding by the Federal government.

"We need balanced thinking. This must be done without losing sight of the fact that the Department of the Interior is in fact a department of resources, charged with their development and **proper-use** conservation."

Ederer gives you

that "EXTRA something" in nets!

When you use Ederer Gill Nets, Purse Seines, Trawls or Trap Nets you are assured of gear that will stand up under the heaviest loads. For in each pound of Ederer Netting you receive the benefits of over 70 years experience coupled with the personal attention of factory trained representatives who go out in ships testing our products in actual operation. Ederer Netting is made of the finest twine whether cotton, linen or nylon. All mesh is correctly sized for your specific requirements. All knots are securely tied in a manner that prevents slipping, or sawing under heavy loads.



that "EXTRA" something!

Ederer's giant netting machines make a row of 600 meshes and up in a single operation, under the close inspection of specialists who have been with us for more than 25 years. Every knot is machine tied to produce a net that will hold the heaviest loads.

EDERER Netting

Since 1881

PACIFIC COAST DISTRIBUTORS

C. J. HENDRY COMPANY
San Pedro San Diego
San Francisco, California

THE BEEBE COMPANY
Portland, Oregon
Astoria, Oregon

SUNDE & D'EVERS COMPANY
Seattle, Washington
Ketchikan, Alaska

Sold by leading distributors who select the Ederer brand because they know it means repeat business from satisfied customers.

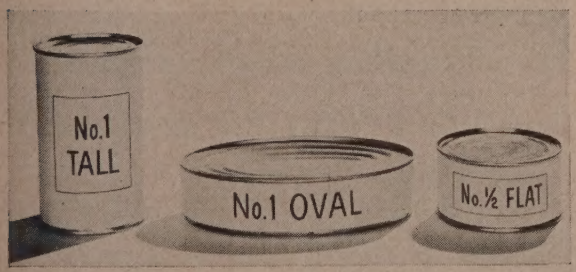
Ederer Division
The Linen Thread Co., Inc.
540 Orleans Street Chicago 10, Illinois

It's his business to know your business

It's important that Canco's technical experts know a great deal about canning technology as it applies to your business.

This knowledge, combined with a thorough knowledge of the full line of Canco fish containers, enables him to make valuable suggestions on the types of cans and special linings which would best serve your products.

But even more important than Canco's many services to fish-canners all along the production line is the fact that *whatever* your container needs, Canco has the *right* container for you.



Canco has the right container for you.

AMERICAN CAN CO.
CANCO
NEW YORK
CHICAGO
SAN FRANCISCO
HAMILTON, CANADA

BUILDING—*THROUGH BUSINESS*—FOR A BETTER AMERICA!

Support Junior Achievement

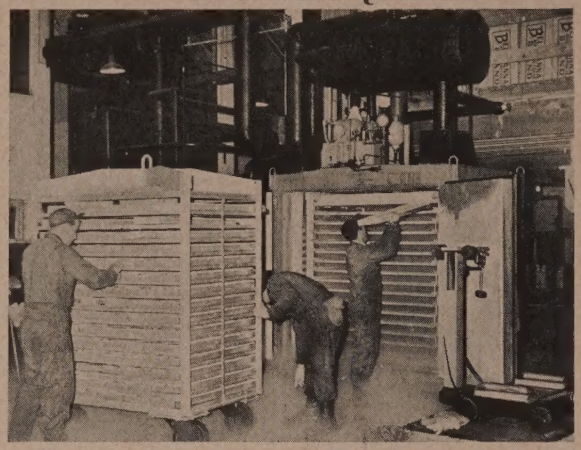
Junior Achievement Week, January 31-February 6

for MONEY in the BANK
Frozen Food Processors Choose
Amerio DOUBLE CONTACT PRESSURE PLATE FREEZERS

(U.S. Pat. No. 2,608,069)

ECONOMICAL OPERATION *CONSISTENT QUALITY* *UNIFORM PACKAGES*

Here is an exceptional opportunity to have your frozen food packages, consumer or institutional, register in the minds of customers for repeat sales that put money in the bank.



The consistently good taste of your product in freezing with 'Amerios' makes yours the preferred brand. And — you will welcome the speed and simplicity.

Amerios Do a Better Job!

Designed for Ammonia, Brine or Freon Refrigerant

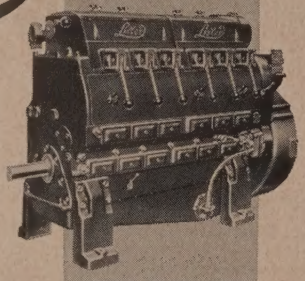
Amerio
Contact Plate Freezers Inc.
Union City, N.J.
"It's the Contacts that Count"

Send for Illustrated Brochure

Lister

DIESELS provide economical power for all these marine jobs—

PROPULSION
ELECTRIC POWER
FIRE & BILGE PUMPING



WINCH OPERATION
REFRIGERATING MACHINERY
COMMUNICATIONS

Dependable Lister Diesels are easy to start, quiet-running, exceptionally wear-resistant and easy to maintain. For full information on the Lister to meet your specific needs, write . . .

THE NATIONAL SUPPLY COMPANY
ENGINE DIVISION
SPRINGFIELD, OHIO
Distributors of Lister Diesels in the U.S.A.

Authorized Dealer
RCA RADIOMARINE
Radiotelephones · Direction Finders

RADIOMARINE
DIRECTION FINDERS • RADIOTELEPHONES

Shepherd Radio Shops are skilfully manned and equipped to service your radio equipment. Complete spare parts available.

only at
Los Angeles AN 10261
San Diego FR 99471
SHEPHERD MARINE
San Pedro TE 3-2787

FOR FISH PROCESSING EQUIPMENT

IT'S STANDARD *all over the world*

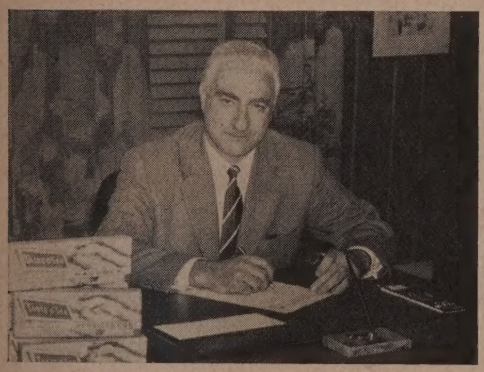
STANDARD fish processing plants are making profits for their owners in all parts of the world. Fish Meal and Oil Plants, Fish Canneries, Component Parts. Inquiries welcomed.

STANDARD STEEL CORPORATION

"I don't fish by guesswork now. I can see the fish on FISCHLUPE," says Richard Dobbin, Captain of the "Flying Cloud," the first of six trawlers of the Irving Usen Trawling Company, Boston, to be equipped with the new electronic fish-finder. "Not only do schools of fish show clearly on FISCHLUPE, but I can tell the difference between hard and soft bottom, cod from haddock, large haddock from small haddock. Yes, I can even pick out single fish, easily spot a dogfish. Unless I see a large catch on FISCHLUPE, I never drop my nets. Cuts days off our trips."

NEW Electronic Fish-Finder

...more profits in less time



Lawrence Rosen, Vice-President and Marine Superintendent of the Irving Usen Trawling Company

Here's proof of its effectiveness: "Because of the proven success of FISCHLUPE aboard the 'Flying Cloud,' says Larry Rosen, "I am equipping the entire Usen Fleet with them."

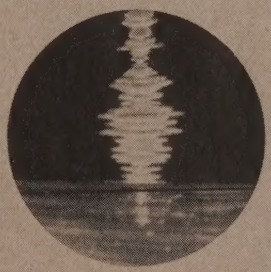


Photo of FISCHLUPE scope showing large school of fish at the bottom

FISCHLUPE* locates fish, spots underwater hazards that can hang your nets, aids navigation and functions as an underwater depth indicator. This most modern depth sounder is especially designed to function as an electronic fish-finder. No special knowledge is required to operate it. Supersonic signals are transmitted downward, reflect back from seabeds, schools of fish, rocks, wrecks, and plankton. You can see these clear visual indications from fish or other objects on the cathode ray tube. By merely flicking a switch you can magnify any eight-fathom segment of the normal maximum depth range of 320 fathoms. This allows you to examine objects at close range. The size of your haul can be estimated and unprofitable drags can be prevented.

*"Fish-Lens"

WRITE FOR COMPLETE DETAILS TODAY!

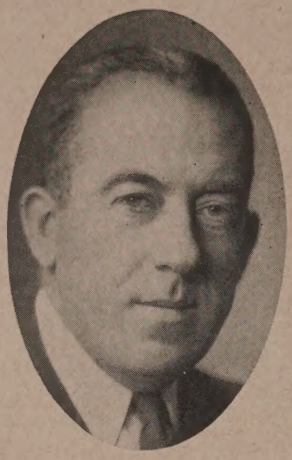
Radiomarine Corporation of America
1008 Western Avenue
Seattle 4, Wash.
Tel: Seneca 8178

Radiomarine Corporation of America
1075 Folsom St.
San Francisco 3, Calif.
Tel: MArket 1-1062

Radiomarine Corporation of America
437 North Avalon Blvd.
Wilmington, Calif.
Tel: Terminal 4-3469

RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION OF AMERICA



It is my desire at this time to express my humble appreciation, to those many customers, fellow-employees, and suppliers, who have given me so much encouragement and support in the organization of this company.

Walt. Conklin

President

The FISH NET & TWINE COMPANY

310-312 BERGEN AVENUE • JERSEY CITY 5, N. J.

Serving the Fishermen's Needs for Over 100 Years

Her two CAT* Engines get no rest in salmon season

THE cannery tender *Maurine Greer*, owned by Seldova Packing Co., Seldova, Alaska, works steadily, 24 hours a day, 30 days a month, throughout the 6 to 8 months when salmon are being packed.

She's 110 feet long, with 18½-foot beam and 9½-foot draft, grossing 126 tons. Her average cargo runs from 45,000 to 60,000 pounds of fresh salmon. And two Cat D13000 Engines, swinging 48 x 52 twin screws, give the tender a speed of 12 knots.

Captain Charles C. Ford reports: "I can't say enough good things about Caterpillar Engines. We bought Cat power because it's economical and stands up well. Simple to operate—no need for constant watching."

Dependable engines are the number one requirement for profitable fishing operations. Caterpillar Marine Diesels are built to deliver full rated horsepower at the propeller, hour after hour and day after day, with a minimum of attention. And their long, money-making work life is protected by the reliable parts and service facilities of Caterpillar Dealers in every port. Give your dealer a call. He has the *right* power for *your* boat—12 engine sizes up to 400 continuous HP; electric sets up to 315 KW.

Caterpillar Tractor Co., San Leandro, Calif.; Peoria, Ill., U.S.A.

CATERPILLAR*

*Both Cat and Caterpillar are registered trademarks —®

SPECIFY CAT MARINE ENGINES FOR HIGH-PROFIT PERFORMANCE

GOOD FISHING
REQUIRES
GOOD GEAR

PLYMOUTH MANILA ROPE

For Cable Wrapping and Rib Lines on Trawl Nets. Highliners use Plymouth Manila for Easy Handling, Extra Strength and Safety.

Crab Fishermen prefer Plymouth Ship Brand Manila Pot Warp for Longer Life and Greater Flexibility.

Plymouth Manila Lasts Longer, Wears Better and Saves You Money

GOLD MEDAL COTTON NETTING

is your assurance of better netting. Quality is the important thing with GOLD MEDAL NETTING. It lasts longer. It fishes better. It holds the catch. Old timers in the fleet insist that GOLD MEDAL is the most economical in the long run.

For Bigger Catches and More Economy Buy Gold Medal Netting

GOOD GEAR makes fishing easier with less lost time for repairing parted lines or torn web. Keep your gear in top notch condition and be certain that in the long run it will save you money.

KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 57 years standing with us!

PACIFIC MARINE SUPPLY CO.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MAIN 1573

PACIFIC FISHERMAN JANUARY 1954

Tagging a Yellowfin. Fish are landed on the slack canvas square; then tagged and measured in the padded trough. Note the tag in place. Tagger on left covers fish's eyes, which reduced struggling. Tagger on right checks number of tag before releasing fish. (See article on page 12.)

1953 Calif. Tuna Output Tops 1952 By a Half-Million

California tuna canneries produced 8,500,000 cases during 1953, in round figures half a million cases higher than the pack of 1952. The final estimate was based on an expected 12,500 tons at California ports from all sources during December. Official receipts were not available at presstime.

While it would appear from the above that fishing for the domestic fleets was generally improved over 1952, this was true only for the purse seine fleet of Los Angeles harbor. Its position was improved from 1952's 25,000 tons to last year's 28,000 tons largely by an improvement in the Bluefin catch.

Albacore and Clipper Fleet Catches Decline

The small-boat Albacore fleet, augmented by "baby" tuna clippers, suffered a reverse from '52's big catch of 22,000 tons, and finished up the season with around 18,000 tons of Longfin.

The huge live-bait fleet of tuna clippers declined in its 1953 earnings to less than 110,000 tons, against around 120,000 tons in 1952. Though no restrictions were placed on fleet operations during the year, the fleet encountered disastrous fishing conditions at offshore locations of Central and South America, lasting nearly half the year.

The substantial increase in the 1953 canned production was, of course, caused by greatly increased imports of frozen tuna, mainly from Japan and Peru. Other countries, Mexico, Chile, Ecuador and Panama, sent around 500 tons of Yellowfin. An experimental 30 tons of Bluefin came in from Norway.

Imports Aggregate 15% Of Fish for Packing

To December 1 from Japan and Peru had totaled, in round figures, 27,000 tons, imported through California ports for packing in the state. For Japan the breakdown was: Albacore, 20,500 tons; Yellowfin, 2,165; Skipjack, 410. From Peru came: Yellowfin, 2,509 tons; Skipjack, 1,607. Thus the total imports of the four species to December 1, with only minor tonnage expected later that month, amounted to 27,350 tons, or better than 15% of the total fish supply received for California processing.

Looking at the Japanese picture of frozen imports, new trends are noted to the following: Fillets and loins received amounted to 56,127 lbs.; cooked loins to 67,599 lbs., and 2,100 lbs. in 7 oz. open containers.

On the basis of unofficial figures, it appears the Bluefin catch of 5,000 tons (including 200 tons delivered to fresh fish markets) was the best since 1947, when 10,419 tons were netted. Probably the best year in Bluefin history was the 12,587 tons caught in 1935.

Also unofficially, and to December 1, Yellowfin, domestically, declined for the 11 months from 86,735 tons in 1952, to 66,339 tons in 1953. Skipjack, on the other hand increased, for the same period from 38,338 tons to 57,536 tons. Completing the statistical situation, the combined fleets contributed some 2,000 tons of bonito and yellowtail to the overall tuna and tuna-like tonnage of 183,000 tons.

No Painless Pattern For Cutting Alaska's Intensity of Fishing

Painless pattern for applying the Farley Ground Rules to the Alaska salmon fishery of 1954 was sought feverishly — and vainly — by fishermen, operators and the Fish and Wildlife Service staff through December.

Going into January, with the scene shifting to Washington, it was evident (a) that there could be no "painless" pattern; (b) that some divisions of the industry were going to be hurt more than others; (c) that the new director was unlikely to agree to anything less than he had originally outlined. (In some cases the Service gave signs of intensifying its original restrictive measures by reducing the fishing periods first suggested by Mr. Farley.)

Southeast Alaska Closed Areas Held "Unrealistic"

Southeast Alaska packers as a whole were inclined to feel that the areas which the Service proposed to close as a means of limiting purse sein fishing intensity would not be effective to the same extent as would the 50% reduction in active traps. They asked that the reduction in number of traps be modified to one-third instead of one-half.

The answer was: "No."

Whose traps, and which ones, were to be closed continued to present a thorny problem at year's end. Progress was made, but it was slow.

A serious question of interpretation arose over whether the Service would count in the 50% traps not operated in 1953. At presstime this point had not been clarified fully, but it was recalled that Mr. Farley had told the packers he would not accept a program based on closure of ineffective traps, which was taken by many to mean those not operated in 1953, as well as poor producers.

There could be little doubt that the burden of the Southeast Alaska closure would fall more heavily upon the traps than on the seines. As a matter of fact, the entire number of seiners **could** concentrate their efforts in the areas left open, with disastrous effect upon the escapement there.

Second-round hearings on the Farley Plan in Southeast Alaska demonstrated beyond much doubt that the seiners were well satisfied with their side of the restriction. They found virtually no fault with the plan, and even suggested closing a few more spots.

On-the-Spot Closures Can Extend Areas

At presstime it appeared probable that the Service would insist that no substantial modification be made in the program as announced; although it was possible that areas might be added to those proposed for closure.

In looking ahead to the application of the new program, it appears necessary not to lose sight of the fact that Colonel Farley emphasized specially that the **objective was a 50% reduction in fishing intensity,** and that this could be measured only in **results** and not in number of traps nor area of water closed to fishing.

In this there lies some assurance, which may have been overlooked, that the closed areas could be enlarged by field announcement during the summer if it appears (a) that the open areas are being overcrowded and the desired reduction in fishing intensity is not being secured; (b) that adequate escapement is not resulting; (c) that one form of gear is bearing an undue proportion of the curtailment.

Little Protest Apparent On Closure of P.W.S.

Complete closure of Prince William Sound, announced by Colonel Farley in place of the "nothing to suggest" program of the Alaska staff, produced surprisingly little protest. In general, it appeared evident that the industry and fishermen alike recognized that profitable operations could not be anticipated and that escapement of the entire expected run would be required for satisfactory spawning.

While it appeared possible that some minor local operations might be permitted, as for the Reds of Esliamy Bay, and perhaps a late fishery for the benefit of Native populations in a minor area or two, material modification of the closure was not expected at presstime.

Cook Inlet Reactions Not Overly Violent

Persons who attended the Cook Inlet re-hearings, and who otherwise talked with fishermen there—drifters and setnetters alike—reported to **Pacific Fisherman** that the press dispatches reporting violent opposition to the Cook Inlet curtailment were greatly exaggerated. While there was a good deal of vocal opposition at the hearings, it was taken by realistic observers to represent the view of regular "resenters" rather than that

Predict U. N. Postponement For World Fishery Control

Postponement of action by the General Assembly of the United Nations on the high seas fishing and continental shelf resolutions submitted by the International Law Commission seemed assured in December.

When the General Assembly took up consideration of the I.L.C. proposals in November there were three resolutions submitted.

One of these, by Iceland, asked that action on the fishing and continental shelf matters be postponed until the I.L.C. had completed its studies of all aspects of international law.

Canada, Egypt, France, Syria and the United Kingdom submitted a joint resolution which asked postponement of action until the 10th session of the General Assembly—in 1955.

Panama asked that I.L.C. be directed to continue its study and to report again to the 1954 Assembly.

When the resolutions were brought to vote, that of Iceland carried by a vote of 19 to 14, with the United States and 17 other nations refraining from voting.

This action effectively postpones action on the I.L.C. proposals until "all the problems" involved are studied by the International Law Commission.

It will be recalled that the I.L.C. proposal on fisheries contemplated creation of a world-wide authority under the Food and Agriculture Organization, with power to adopt a system of regulation of high seas fisheries which would be binding upon the fishermen of any member of the United Nations.

of the resident fishermen of the region as a whole.

Sharp cleavage was disclosed between the Cook Inlet operators, who were divided about half-and-half (on a numerical basis) between their support of the Farley Plan as first outlined and preference for the former 2-day fishing period.

Showing made by the proponents of floating gear is believed to have been in a large degree responsible for the Service amending its originally-proposed 4½-day fishing week to 3 days, where the matter stood at presstime.

Bristol Bay Curtailment Slow in Taking Shape

On Bristol Bay the shore operators are seeking a voluntary gear limitation program which the Service will accept as a basis for extending the weekly fishing period from 3½ to 4½ days.

In their discussions of this program, the packers felt that a 50% reduction in the number of gillnet boats should reduce the intensity of fishing to a point justifying the one-day addition to fishing time. The Service, on the other hand, indicated that two-thirds reduction in number of boats would be necessary.

Whether the freezerships would join in such a curtailment program; and the contribution to it which could be expected from setnet gear, remained obscure as this was written.

Need for Speed Grows With the Task

Necessity for prompt issuance of the 1954 regulations is particularly great—and of course the radical revision makes the problem of early completion more than usually difficult.

If the industry is to go along with the program, it must know exactly what that program is to be just as early as possible, because of the obvious necessity of planning consolidation as well as curtailment of operations.

There is a particularly strong demand for early release of the regulations, once the primary decisions have been crystallized. Unless the rules are in hand early they will impose many hardships not in any way associated with the management and rebuilding of the resource.

Norwegian Tuna Canned At Hoquiam Plant

Whiz Fish Products company plant in Hoquiam this winter packed about 50 tons of Norwegian tuna, weighing 75 to 300 lbs. each. Frank Swan, cannery superintendent, said the tuna were Bluefins, and were packed in half-pound tins. The cannery, which has been operating "spasmodically", has also canned Norwegian tuna in the past.

Arnie J. Suomela Appointed F.A.W.S. Assistant Director

Arnie J. Suomela, for eight years director of the Oregon Department of Fisheries, became Assistant Director, United State Fish and Wildlife Service with the opening of 1954, under appointment by Secretary of the Interior Douglas McKay.

It is significant that Mr. Suomela served as head of the Oregon department under Mr. McKay during the latter's entire incumbency as Governor of Oregon; and that during the summer of 1953 he made a special survey of the Alaska fisheries and their administration for Secretary McKay.

Announcement of Mr. Suomela's appointment carries no hint as to his particular duty assignment within the Service, but as his experience and background has been with fish rather than wildlife it is presumed that he will be concerned primarily with fisheries affairs.

Mr. Suomela is no stranger to the Federal service. Upon attaining his master's degree in fisheries from the University of Washington in 1931, he joined the staff of the Bureau of Fisheries, which he served for a number of years in Alaska and in Washington before becoming a member of the biological staff of the Washington State Department of Fisheries; from which he was chosen in 1945 by the Oregon Fish Commission to direct that department.

In the role of fishery administrator Mr. Suomela earned national recognition for the smoothness with which his Oregon department functioned, free from politics, sound, objective, in spite of limited financial resources. Most of all, he built in it a morale and an esprit de corps which have made the Oregon department famous and positions on it at a premium among biologists and other fisheries specialists.

It is perhaps significant that Mr. Suomela and his superior, John L. Farley, director of the Service, bring to their duties a background of fishery administration at the state level, Mr. Farley having been executive officer of the California Department of Fish and Game for a number of years.

Calif. Sardine Industry Again Virtual Blank

Sardine fishing for Southern California fleets continued in the doldrums as 1953 drew to a close. Figures to early December showed slightly less than 2,000 tons, no improvement over the same period in 1952 which showed 2,197 tons.

To fill canned sardine orders, and in view of the scant mackerel pack for 1953, California packers imported large quantities of the product, mainly from Japan. To early December Japan had sent through California ports alone a total of 5,561,293 lbs., packed in tomato sauce; and 20,070 lbs. in oil. Norway entered the state with 1,004,996 lbs. in oil; 59,139 lbs. in tomato sauce.

Other countries sending in canned sardines, in oil to Dec. 1 were, Portugal, 145,097 lbs.; Sweden, 10,331 lbs.; French Morrocco, 3,172 lbs.; Holland, 12,442 lbs.; Denmark, 6,283 lbs., and Canada, 58,751 lbs.

F. L. Daly, One-Time Canneryman, Passes

Frederick Loring Daly, formerly a cannery superintendent in the Bristol Bay area for the Alaska-Portland Packers Association and the Pacific American Fisheries, died in Portland early in December at the age of 65.

He had been retired from the salmon business for several years.

Son of a Bristol Bay superintendent, F. A. Daly, he was himself the father of a Bristol Bay superintendent, F. Loring Daly Jr. So far as is known, this is the only instance of three successive generations of one family active in salmon canning operations. Loring Daly is a superintendent for the Bristol Bay Packing Co.

Another son, Jack O. Daly, is a member of the sales staff of the Columbia River Packers Association.

"Spaghetti tag" on a Yellowfin tuna, showing method of attachment and comparatively slight injury to the fish during its period of freedom.

How Tuna Tagging Is Done – and How It Helps Science

From a two-year tuna tagging program, which is continuing on into 1954, considerable information about the migration of Yellowfin, Skipjack and Albacore has been obtained. The project is one undertaken by the California Department of Fish and Game, Terminal Island.

The increasing importance of tuna as a commercial fishery has made it imperative to study migrations and to secure information upon which a consistent commercial yield can be obtained, by defining population units.

The project has been under the jurisdiction of Robert C. Wilson who also serves as administrator of the **N. B. Scofield,** the Fish and Game boat most actively engaged in tuna tagging.

As of October this year, 5,432 fish had been tagged, using several tag types. Sixty-one tags have been returned for an overall recovery rate of 1.1%.

In 1953, by August, 754 Albacore were tagged and almost the entire operation was carried on around Guadalupe Island with nine recoveries thus far. The results of this project indicate a northwest-to-west movement of Albacore from summer to fall.

The tagging of Yellowfin in 1952 indicated that fish tagged in early spring off Acapulco were recovered later off Cape San Lucas. Fish which were tagged in the vicinity of Uncle Sam Bank in the late fall indicated a southern movement of the Yellowfin.

Tag recoveries by species are as follows: Yellowfin, 3,137 tagged, 29 recovered; Skipjack, 1,319 tagged, 20 recovered; Albacore, 973 tagged; 12 recovered; Bluefin, 3 tagged, no recovery.

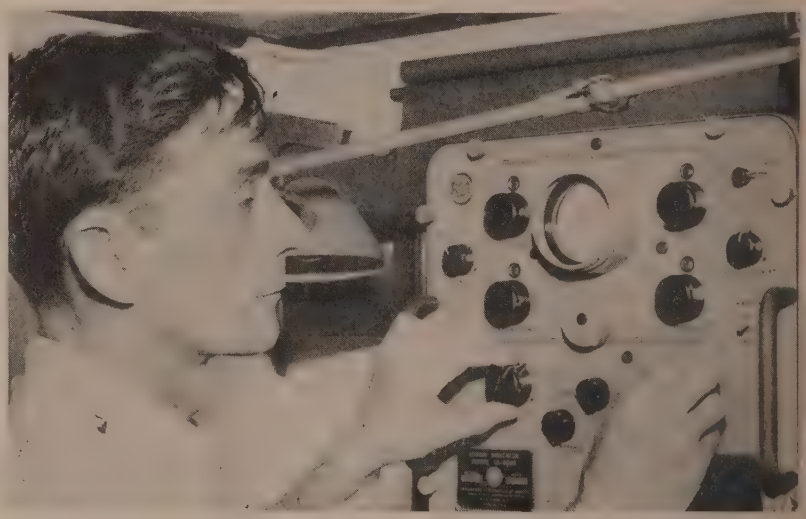
Along with the tagging of tuna there has been carried on the scientific measuring of the fish to give statistical information on size changes.

It was not the object of the **Scofield,** or the other vessels so engaged, to develop or explore new fishing grounds. The boats followed the fleet. Although the biologists engaged in this program can as yet make no generalizations as a result of this two-year program, recovery of the tagged fish is essential. It is hoped that incidental to the results of the tagging there may be found answers to such questions as: why the bait boats fish successfully one year, and the purse seiners do not; and vice versa; if one area is fished heavily and another is not, do the fish from the least-fished areas move to the exploited waters.

When four commercial fishing boats were chartered by California Fish and Game for tuna tagging, two biologists were aboard on each trip and participated in the heavy fishing by the crew. The four bait boats, which carried on during the tagging, the normal fishing operations, were **Intrepid, Defiance, South Pacific** and the **Virginia R.** The tagged fish were donated by the boats and the work of the vessels was through the cooperation of the American Tuna Boat Association.

The **N. B. Scofield** has made five tagging trips thus far and, in addition to the four trips on tuna clippers, an Albacore sportfishing boat was also chartered. The area covered has been from Catalina Island (Albacore) to the banks of Peru, Ecuador (Yellowfin and Skipjack). The area of heaviest tagging and recovery has been the "local" fishing grounds of Baja California. Over 65% of the Yellowfin and Skipjack recoveries were made by purse seiners.

Highlight of the tuna tagging program thus far is the recovery of one of the tagged Albacore off Japan by a Japanese fisherman. It had been tagged August, 1952, and was recovered in July, 1953.



Capt. Richard B. Mitchell, master of the N. B. Scofield, at her Radiomarine loran instrument, recently installed.

sell more fish

with "fish-on-a-dish"

Your Salesman at Point-of-Sale!

Mrs. Consumer wants to know what she's buying — *and it's up to you to show her!* So send your frozen seafood to market dressed to sell. An appealing, full-color pictorial overwrap that features your product as it'll look on the table is the finest salesman you can have.

With Marathon's new "Fish-on-a-Dish" standard design overwrap you'll have a "picture package" that incorporates your own brand name into a sales-planned design. Wrappers for sixteen different types of fish fillets are available, plus breaded oysters, shrimp, and fish sticks.

Glossy waxed Tyton overwraps protect fine flavor all the way to the kitchen, help bring repeat sales. And Tyton overwraps give trouble-free service on wrapping machines.

Ask your Marathon representative about "Fish-on-a-Dish" standard designs, or write direct to Marathon Corporation, Menasha, Wisconsin.

MARATHON PACKAGES

Sell Brands • Protect Products • Speed Production

The FTC Salmon Price Complaint—

What It *Is*, and What It *Means*

MOVING to apply a 1942 decision of the Supreme Court of the United States, the Federal Trade Commission this month is hearing a complaint brought by it against 43 salmon canning companies and 11 fishermen's unions.

The commission proposes to issue a "cease and desist" order which would end the practice which for 20 years has established the prices which salmon fishermen receive for the catches they deliver to the canneries.

These practices were established by order of agencies of the Federal government; and have been maintained under subsequent Federal sanction and direction, despite the fact of a Supreme Court decision which holds that fishermen are not employes of those to whom they sell their fish, and thus cannot bargain collectively as to prices.

Contrary to statements in the press, local and national, and to the impressions gained by many distributors and consumers of canned salmon, the complaint:

A.—Is not an anti-trust action.

B.—Is not a criminal proceedings.

C.—Does not allege that practices complained of have increased the cost of canned salmon to the consumer.

What F.T.C. Proposes

Contrary impressions have gained credence through imperfect understanding of the facts and interpretation of the Federal Trade Commission action.

In short, the commission's complaint does this:

1. Accepts the decision of the Supreme Court of the United States, handed down Feb. 2, 1942, which held that fishermen selling their fish are "businessmen", and are not the "employes" of the canner to whom they sell their fish.

2. Holds that the fishermen's unions, being composed of independent producers and not employes, cannot properly negotiate with the packers to establish the price the fishermen shall receive for his catch.

3. Proposes an order directing the fishermen and the packers to "cease and desist" from negotiating prices through their respective organizations. (Nothing in the complaint or the proposed order indicates that there is any objection to a packer agreeing with individual fishermen as to the price they are to receive for their catch.)

The complaint provided that the packers and union may: (a) accept the proposed order; (b) file an answer and defense against the complaint.

Hearings on such answers will be had before Hearing Examiner Everett F. Haycraft at Seattle Jan. 18, 1954.

At presstime it appeared that all parties to the action will file answer and defense and ask hearing at that time.

The Steps of 50 Years

The answer and defense filed by the Alaska Salmon Industry, Inc., one of the respondents, cites in some detail the development of the practice of negotiating fish prices between the packers and the fishermen. The fundamental steps follow:

1. From 1903 through 1933 the only salmon price negotiations were those between salmon canners and the Alaska Fishermen's Union, whose members primarily fished Bristol Bay; and who worked ship, worked on nets, as carpenters, and in many other tasks beside fishing. The status of employes was generally accepted.

The Order of NRA—1934

2. In 1934, and continuing through the 1935 season, the NRA **ordered** the code authority for the canned salmon industry to recognize collective bargaining agreements with the fishermen's unions, and to fix fish prices with them.

3. Following the fishing season of 1935 the NRA was declared unconstitutional by the Supreme Court of the United States.

NLRB Orders Recognition

4. In the spring of 1936 the canners sought to avoid negotiations to fix raw fish prices, but were ordered by the National Labor Relations Board to recognize the unions and to negotiate with them agreements fixing raw fish prices.

5. In 1942 the Supreme Court of the United States held that fishermen catching and selling their fish are businessmen and independent producers, and that their acts thus are subject to the provisions of the anti-trust law; and, further, that their organizations are not qualified for the exemptions which the anti-trust law grants to labor unions.

War Labor Board—1942-6

6. From the time this decision was handed down until the court declined to grant rehearing in early 1946 the salmon industry members refused to execute any fish price agreements with the unions except at the **specific direction** of the National War Labor Board.

Dept. of Justice Sanction

7. The war over, and the Supreme court decision that agreements fixing the price of fish on the Columbia River were in violation of the anti-trust law, the Alaska Salmon Industry, Inc., acting for its canner members, laid the facts of the situation before the Attorney General of the United States.

8. On March 1, 1946, the Depart- of Justice informed the Salmon Industry in writing that (a) "the Department would not institute criminal proceedings" under the program submitted; but that (b) it might institute a civil proceeding; and that (c) if such civil proceeding were instituted the unions would be made parties to it.

ESA, WSB Approval—1951-52

9. Under the sanction of this letter, augmented in 1951 by a letter

from the Economic Stabilization Agency, and in 1952 by an actual order from E.S.A., the Salmon Industry, with the approval of the Wage Stabilization Board, negotiated fish price contracts with the fishermen; and such contracts were all formally approved by order of the Wage Stabilization Board.

The Industry asked that the complaint be dismissed so far as it applies to it and its members.

Little Reason for Surprise Except on Bristol Bay

Actually, the complaint produced little surprise among those familiar with the court decisions and the history of the price negotiations. The only point that occasioned any considerable surprise was the inclusion of the Bristol Bay Unions and agreements in the scope of the complaint; as it generally has been considered that historically and actually the members of the Alaska Fishermen's Union are employes of the operators for whom they fish, and that their condition in this respect departs widely from that pertaining to Alaska fishermen in most other areas.

That the Federal Trade Commission action, or other complaint of similar character, has been anticipated by at least some of the unions is demonstrated by the fact that the I.L.W.U. unions (formerly I.F.A. W.A.) sought determinedly to force the operators into signature of contracts which specifically recognized the fishermen as employes, rather than independent producers.

Order May Require Return To Pre-NRA Program

Any F.T.C. "cease and desist" which may issue from these proceedings—either that proposed in the complaint or any modification of it as result of the hearing—is not expected to prove crippling to the industry, either fishermen or operators.

If the F.T.C. actually issues the "cease and desist" order it proposes, or a modification, it will force a broad change in fish price processes which have been established by the usages of 20 years, stemming from the New Deal's illegal NRA.

However, it will only require return to methods of pricing which prevailed—except for Bristol Bay—prior to 1934. At that time each operator individually agreed upon fish price with each fishing unit which he sought to have deliver to him.

Change from this system was forced and supported for a period of 20 years by the order of a series of Federal agencies, ranging from the N.R.A. to the W.S.B.

Now another Federal agency, the F.T.C., seeks to reverse the process and to restore the former system in line with its interpretation of the 1942 decision of the Supreme Court of the United States.

A. W. Brindle is President Of Alaska Salmon Industry

A. W. Brindle, who with his brother, H. A. Brindle, grew up in Ketchikan and built the Ward's Cove Packing Co. into a leading factor in the fisheries of Alaska, was elected president of the Alaska Salmon Industry, Inc., at its annual meeting at the end of November.

He became president in a time of crisis which his predecessor Fred Gunderson, declared overshadowed all which had previously been experienced by the salmon business.

In adopting its program for the year 1954, the Alaska Salmon Industry members took cognizance of the situation which had arisen as result of short packs and long losses and scaled-down all phases of the organization's activities and budget, while providing for continuation on a reduced scale of all essential operations.

Trustees of the Alaska Salmon Industry, Inc., for the year 1954 were elected as follows:

Bristol Bay—Guy V. Graham, Libby, McNeill & Libby; Aubin Barthold, Alaska Packers Association; William B. Wootton, Columbia Rivers Packers Association.

Alaska Peninsula—Don Davis, P. E. Harris Co.; S. G. Tarrant, Pacific American Fisheries; E. E. Murray, Alaska Pacific Salmon Co.

Kodiak Island — Charles Turner, Kadiak Fisheries Co.; William Calvert, San Juan Fishing & Packing Co.

Cook Inlet — Jack Linn, Alaska Year-Round Canneries Co.; Vance Sutter, Fidalgo Island Packing Co.; Eric Fribrock, Snug Harbor Packing Co.

Prince William Sound and Copper River—Joe Most, Copper River Packing Co.; C. F. Johnson, Port Ashton Packing Co.; M. G. Brown, Ellamar Packing Co.

Southeast Alaska, Northern District—Oscar Bergseth, New England Fish Co.; A. R. Brueger, Farwest Wrangell Co.; C. B. Erickson, Keku Canning Co.

Southeast Alaska, Southern District—A. W. Brindle, Wards Cove Packing Co.; H. B. Friele, Nakat Packing Corporation; Fred Gunderson, Independent Salmon Canneries.

Three trustees of the related Alaska Salmon Institute, Inc., were reelected for a three-year term. They are: Mr. Friele, Mr. Barthold and Mr. Fribrock.

Linen Thread Co. Buys Assets of Ederer Firms

The Linen Thread Co., Inc., in December acquired the assets of R. J. Ederer Co.; Ederer, Inc.; Adams Net & Twine Co.; and Pauls Fish Net Co. Assets purchased include plants and machinery, inventory, brands and trade marks, and bills receivable.

The products manufactured and sold by these four corporations will be continued as before under their various brands as far as practicable.

The business is now being conducted through divisions of The Linen Thread Co., Inc., and through the regular trade channels already established. These divisions are: the Ederer Division; the Adams Division; and the Pauls Division.

This combination of resources, including research, development and manufacturing facilities, should bring improved and new products, as well as better service, to the trades served.

The lines and brands of The Linen Thread Co., Inc., will continue to be handled on the Pacific Coast by the same distributors as in the past: the Pacific Marine Supply Co. and the Pacific Fishing & Trading Co. at Seattle; Tacoma Marine Supply Co., Tacoma; Oregon Marine Supply Co. at Portland and Astoria; Cincotta Bros. at San Francisco and Monterey; The Marine Hardware Co. at San Pedro and Terminal Island; Nuttall-Styris Co. and San Diego Marine Hardware, Inc., at San Diego.

The Adams products of the Adams Division of the company will be handled by: Seattle Marine & Fishing Supply Co., Seattle; Englund Marine Supply Co., Astoria; A. d'Aquisto & Sons, Monterey; Seaside Supply Stores, San Pedro; Coast Equipment Co., San Diego.

Ederer products of the Ederer Division will be distributed by: Sunde & d'Evers Co., Seattle; The Beebe Co., Portland and Astoria; C. J. Henry Co., San Francisco, San Pedro, Terminal Island and San Diego.

Pals products of the Pauls Division will be distributed by: Nordby Supply Co., Seattle; Alfred Puusti & Co., Astoria; Frank Cardinalli, Pittsburg, Calif.

Pan Pacific Improves

Pan Pacific Fisheries Inc. of Terminal Island has increased its office space by adding a second-floor room, 20x30, to house the traffic department and comptroller's staffs.

9 West Coast Can Plants

and three research laboratories at your service!

Western fish packers know they can count on Continental for on-the-nose delivery of the right cans in the right quantities. Four of our nine plants on the Coast specialize in producing salmon, tuna and sardine cans for Western packers.

And that's only part of our famous Tailor-Made Package Service. 27 years of experience in making fish cans have taught us that Western fish packers have problems all their own. So Continental has engineering facilities and research laboratories — at Seattle, Hayward and Whittier — which are always available to our customers.

We'll be happy to talk to you about your individual packaging requirements. For Tailor-Made Service, why not call Continental today.

CONTINENTAL CAN COMPANY

1120 Wilshire Boulevard, Los Angeles 17
Russ Building, San Francisco 4 • Skinner Building, Seattle 1

U.S.F.W.S. and Industry *Must Share and Solve Bristol Bay Problems*

By

T. F. SANDOZ

President, Columbia River Packers Assn.

The problems of the Bristol Bay salmon fishery are real ones, and there are many of them, but I confine my discussion to only the most critical major problems confronting that fishery.

Before taking up the problems of the fishery I wish to remind you that the responsibility for the present condition in Bristol Bay rests with the Fish and Wildlife Service, which administers the fishery, and with us of the industry who harvest the catch. To my knowledge there have been no other factors involved, other than Nature and the salmon. It is reasonable to presume that we can depend upon Nature to do its part. The virility of the salmon to reproduce and maintain itself is unquestioned.

Now that I have isolated the two culprits, I think we will agree that, irrespective of the cause, the Number One problem of the Bristol Bay salmon fishery is the decline in the runs of salmon.

Bristol Bay Ruled By "Regulation" of Attrition

In considering the cause of this depletion, I think we should first take a look at the law under which the fishery is and has been regulated for the past three decades.

The White Act, among other things, requires a minimum escapement of 50%. At the time this regulation was drafted, I dare say that this requirement was based upon nothing more than an honest guess. In light of our present limited research and our past years of experience, I am now convinced that the requirement of escapement as has been practiced is not the answer to the problem. If anything, this premise has compounded the problem.

For the past 30 years the Fish and Wildlife Service has used escapement as the basis of their regulatory measures. In fact, this practice has become a regulation of attrition. The only yardstick that we have to measure the condition of the fishery is the annual commercial catch. Under the workings of the escapement regulation, if the catch declined, further curtailment was incurred in fishing effort which, in turn, further reduced the annual commercial catch. With a spread of some 30 years over which to practice the feasibility of this regulation, we now find ourselves at a new low as far as the utilization of this fishery is concerned. It appears to me, and I think to any lay mind, that a fair judgment of the efficiency of any program is the result obtained.

Under this practice we have seen our resource decline. The effect of this decline on the commercial fishery has been disastrous; but beyond this, its effect has spread to the very warp and woof of the entire economy of Alaska and of the nation. We are dealing here with a failure that has affected the livelihood of thousands of people and the curtailment of an essential, necessary protein food for millions of our citizens.

Over-Expansion Is Industry's Own Problem

A fishery as far flung as Bristol Bay, located as it is some 2000 miles away from bases of operation, is and always will be an expensive fishery to operate. In light of the early history of this fishery, it is reasonable to expect that through intelligent regulation the runs of salmon can be brought back to normal. It is then the responsibility of industry to cut its cloth accordingly, to the end that a wholesome product for the consumers of the nation be produced at a price which they can afford to pay. If this is done, it should be profitable to the commercial fishery, including packers, fishermen and labor.

I hold no brief whatsoever for a commercial fishery which of its own volition goes ahead and expands its operations in the face of a declining resource and thereby further increases its costs or, in this case, its losses. This is a problem of management. This is a problem of economic survival. This is a problem over which industry alone has control. If all of the Bristol Bay operators do not now realize that they are completely out of line costwise, there is little that I can say or do here that would be helpful.

"Time for a Change"

The program of regulation which holds that escapement is the dominant or even the major factor in the maintenance or rehabilitation of salmon runs, as is evident, has not proved successful. To the best of my knowledge, biological research is rapidly coming to this opinion. I, therefore, say it is time for a change in the basic regulation and in the thinking of those who have the responsibility of this regulation.

The Japanese high seas salmon fishery in the North Pacific is today the subject of considerable talk and discussion and the cause for apprehension. The members of our industry who have seen this possible threat have been working for years toward a basis by which this could be controlled so as to prevent Japanese nationals from fishing American and Canadian stocks of salmon.

Conservation and Full Use Treaty Requisites

I am very happy to say that we have been successful in establishing a tripartite treaty with Canada and Japan. An arbitrary provisional line has been established to divide the stocks of salmon of North American and Asiatic origin. A commission is being established—one of the first

functions of which will be to make a study to determine if the present line of division is a proper one, and, if not, to establish a correct one. Enabling legislation to confirm this treaty commitment is now being prepared and will be introduced when Congress convenes next January. We have every reason to believe it will pass without opposition. I wish to remind you that the fundamental premise under which we have reached agreement with the Japanese is on the basis of the conservation of a fishery resource. They will abstain from the fishing of American and Canadian stocks of salmon so long as it can be shown that this resource is being fully utilized, and conservation is being practiced.

With this thought in mind, I charge the Fish and Wildlife Service to be alert to the end that the Bristol Bay salmon fishery will be protected from further exploitation by any source other than the historical pattern of this fishery. I have particularly in mind American gear other than gillnetting.

We hear and read considerable about the coming of the freezer ships to Bristol Bay. Obviously they have every right of fishery. With this right also goes the responsibility for sound, conservative operation. We think it essential that every segment of the Bristol Bay salmon industry assume the responsibility of adjusting their operations to a fishing effort commensurate with that which the resource can support.

Research Will Find a Way

Although I have commented on many serious problems confronting our fishery, I am very confident that it has a bright future. Its prior history alone warrants this confidence, particularly when we keep in mind that we have fallow ground as far as the environment on which the fishery exists. We are further encouraged by the splendid progress that has been made in the rehabilitation of the Sockeye salmon fishery of the Fraser River watershed, which in many respects is comparable to the Bristol Bay salmon fishery. To fully appreciate the success of the restoration of this resource one must reflect to the time of the lowest point of its depletion. We recall the many fallacious reasons that were then given for the cause of its depletion. We also recall the heat of the gear fights that were rampant at the time, and which were promoted as being the savior of the resource. This splendid example of research and fish management should serve not only as a challenge but also as an example of what can be done in our endeavor to re-establish our fishery of Bristol Bay.

NOTE—Mr. Sandoz delivered this paper at the 40th annual meeting of the Association of Pacific Fisheries.

1953 Sockeye Escapement Best of Cycle Since 1913 Despite Excellent Catch

The 1953 escapement of Sockeye to the Fraser River system, particularly to the upriver area, was the largest on this cycle since 1913, according to the International Pacific Salmon Fisheries Commission.

The escapement was well distributed and **should** provide the basis for an increased run in 1957. This is despite the fact that the 1953 catch was the largest taken from this cycle since 1917, state director Loyd A. Royal.

The only previous cycle year in which the catch approached that of 1953 was 1941, when the escapement destined principally for the Chilko was seriously blocked and delayed at Hell's Gate. Most of this cyclic run was maintained by Chilko River for both the cycle years of 1941 and 1945, although productivity of this race declined considerably in the latter year. Chilko River has in fact been the mainstay of the cycle since 1917.

Chilko was not a major producer in 1949, the big year of productivity at that area having moved one year earlier to the 1948 cycle. Most of the escapement in 1949 consisted of the unfished Early Stuart race which resulted in over-spawning and a high mortality of unspawned fish. However, large numbers of Sockeye drifted or "slopped over" to tributary neighboring streams and effectively seeded these barren or almost barren areas. As a result, the so-called "slop-over" streams produced more Early Stuart Sockeye in 1953 than did the original parent streams, such as Forfer, Kynoch, Gluske and Rosette Creeks.

No spawning areas were overseeded in 1953 and, as previously stated, the total escapement was well distributed for maximum spawning productivity.

Some of the outstanding features of the 1953 run were listed by Mr. Royal as follows:

1. The Nechako River watershed, including the Early Stuart, Late Stuart, Nadina and Stellako runs, produced slightfuly more than 50% of the entire 1953 run of Fraser Sockeyes.

2. The phenomenal increase of the escapement to the Driftwood River at the head of Takla Lake—450 in 1949 and 8,656 in 1953.

3. The excellent return, as expected, to the Horsefly River, Quesnel district.

4. The unusually large run to Chilko, including a high percentage of 5 year-old fish.

5. The phenomenal run of 200,000 3-year-old Sockeye to the Adams River. Over-optimism in using this figure as a basis for predicting the size of next year's run should definitely be avoided, however.

6. The location of newly revived runs of 350 Sockeye spawning in Pitt Lake and a run of 150 Jacks to Portage Creek in the Seton-Anderson system.

Mackerel Pack Falls Short

Southern California's mackerel production for 1953 was many thousand tons behind the previous year, which had canned 1,558,057 cases from a delivered 82,878 tons.

To December 1, 1953, the fleet had unloaded 28,446 tons from which was packed 587,798 cases. December, 1952, saw 1,648 tons brailed and 27,401 cases packed.

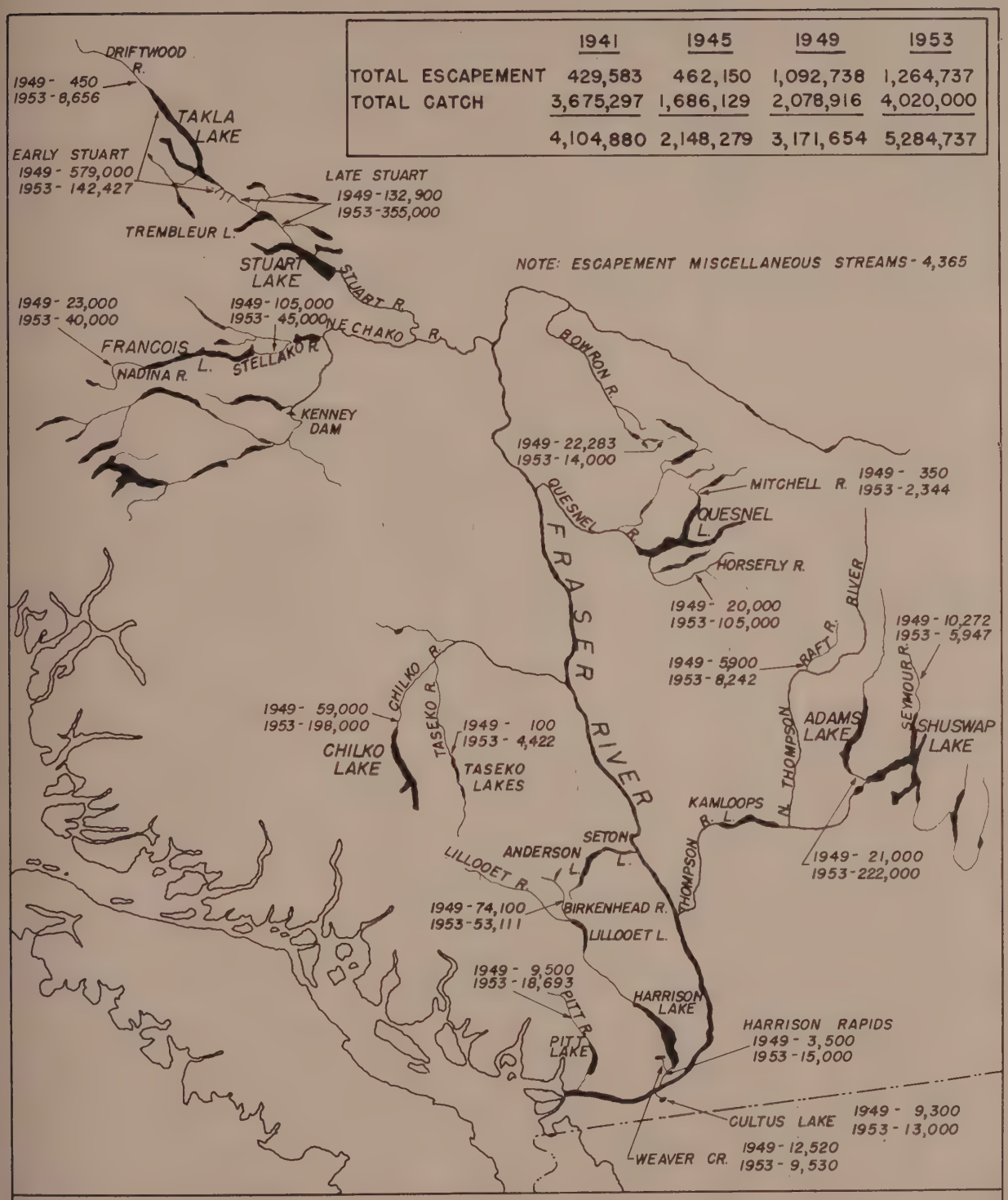
To fill orders packers were buying canned mackerel from South Africa, unloading it at Gulf ports for distribution through the south and east. However, the total number of cases brought in from this source was not very great. Southern California canners may rely more heavily on this source this season, if the local waters fail again.

The 1953 season opened with fishermen receiving $80 per ton for Pacific; $70 for Jack. Soon after the Southern California sardine season opened, Pacific was raised to $90; Jack to $80. Where mackerel was unloaded at such ports as Santa Barbara and Pt. Hueneme, owners agreed to pay trucking charges.

Wholesale quotations at beginning of the year were: Pacific, $8.00; Jack, $7.50. By year's end, Pacific was still theoretically at $8.00, but none was available. Jack has risen to a top of $8.50 per case.

Counting the Crop — Harvest, Plus Seed

	1941	1945	1949	1953
TOTAL ESCAPEMENT	429,583	462,150	1,092,738	1,264,737
TOTAL CATCH	3,675,297	1,686,129	2,078,916	4,020,000
	4,104,880	2,148,279	3,171,654	5,284,737



REVISED PRELIMINARY ESCAPEMENT FIGURES

FRASER RIVER SOCKEYE - 1953

I.P.S.F.C.

Walter F. Conklin, left, and Lewis Lichtenstein, from whom he purchased the assets of the Fish Net & Twine Co. (Conklin photograph by Bachrach.)

Walter F. Conklin Buys Fish Net & Twine Co.

Lewis Lichtenstein, president of The Fish Net & Twine Co., Jersey City, N. J., announces that he has sold the assets of the corporation to Mr. Walter F. Conklin, 640 Glendale Drive, Glenview, Ill., effective at the close of business December 31, 1953.

Mr. Lichtenstein issued the following statement: "Since the unfortunate accident that I suffered four years ago, involving the loss of both my limbs, I have carried on our family business with the assistance of my son. This has been a family owned business under the same ownership for four generations and in total 104 years. With us, quality net making has been a tradition and in selling the assets of our company to Mr. Conklin we feel that we have passed the business on to a man who is fully capable of handling same.

"I should like at this time to publicly express my heartfelt thanks to the commercial fishermen who have patronized this company for so many years.

"To all our employees I am deeply grateful for their long and faithful service and trust they may continue under the leadership of Mr. Conklin.

"Further, at Mr. Conklin's invitation, I will serve on the board of directors of the new corporation which will continue doing business as 'The Fish Net & Twine Co'."

Walter F. Conklin is well known in the commercial fishing industry, having been associated with the R. J. Ederer & Co., Inc., Chicago, Ill., during the past 23 years. He became associated with R. J. Ederer Co. Inc., in 1930 as a fish netting salesman in the Great Lakes territory. In 1940 he became general sales manager and in 1945 was promoted to vice president and general manager, which position he held until November 30, 1953; at which time the R. J. Ederer & Co., Inc., was sold.

During World War II, Mr. Conklin served as a member of the War Production Board, Fish Netting Advisory Committee. He also was one of the original members of the executive committee of the National Fisheries Institute and served as chairman of the Allied Industries Committee of the Institute at the time of its first convention at Chicago in 1946.

Haines Oyster Co. Becomes Growers' Cooperative Outlet

Twenty growers of Pacific oysters late in 1953 formed an oysterman's cooperative association, purchased the name and oyster division of the long-established Haines Oyster Co., Seattle, and are now operating it as their marketing organization.

This interesting development brought a new aspect to the oyster business, principally that centering on Puget Sound, but extending to Willapa Harbor also. It gives the group of oyster producers an opportunity for cooperative market expansion, product promotion, and united sales under a single brand—"Haines," a famous one in the Pacific shellfish trade, having been in use 61 years, since the Haines Oyster Co. was organized in 1892.

New president of the Haines Oyster Co., the cooperative, is R. N. Steele, president of the Rock Point Oyster Co., and son of E. N. Steele, who is generally recognized as the pioneer of the Pacific oyster industry, having entered the business in 1921.

Other officers are: Nick Antoncich, vice president; and Carroll Mercer, secretary-treasurer.

W. Arnold Waring, who was president of Haines Oyster Co. before its acquisition by the cooperative, is general manager. He has been associated with the oyster business for many years and is one of the most widely known figures in the shellfish business in the United States.

Membership of the Haines Oyster Co. currently represents production of about 200,000 gals. of shucked oysters annually, produced at 13 shucking plants, of which three are located on Samish Bay, Puget Sound; five in the Olympia-Shelton district of Puget Sound; two in the Hood Canal area; and three on Willapa Harbor.

Individual growers and companies composing the membership of Haines Oyster Co. and their operating headquarters are:

Blanchard—Rock Point Oyster Co., R. E. Wilson, Dr. Maimon Samuels;

Samish—H. L. Hopley, Joe Poggi, Blau Oyster Co., Carl E. Olson, Louie Baranzini, H. Helm.

Shelton—O. M. Davis, C. M. Mercer & Son, Dahman's Oyster Bay Oyster Co., L. L. Hudson, O. R. Taylor, Moran & Giest.

Quilcene — Danielsen's Oyster Farms.

Olympia—E. N. Steele.

Bay Center — Nick Antoncich, Minks Oyster Co.

Gig Harbor—Minterbrook Oysters.

The company currently is packing

R. N. Steele, president of Haines Oyster Co. and Rock Point Oyster Co.

and shipping fresh and frozen Pacific oysters, and is bringing out a 10-oz. consumer package which it expects to feature. Other product developments are in process and will be offered to the market in coming months.

Properties and assets of the former Haines Oyster Co. not acquired by the growers' cooperative, including the canneries, crab and clam departments, etc., are being operated as Crown Seafood Sales, Inc., with L. I. Waring as general manager. These plants include the canneries at Seattle and Hoquiam as the principal items.

Headquarters of both Haines Oyster Co. and Crown Seafood Sales, Inc. will remain at Pier 47, Seattle 4, where Haines offices have been maintained for several years, and where admirable facilities are installed.

PACIFIC Fisherman's NEWS

JANUARY 1954

'Employe Status' Of Fishermen Key To Action by FTC

Applying the U.S. Supreme Court decision of 1942, which held that fishermen are not the employes of companies to which they sell their fish, the Federal Trade Commission Jan. 18 will hold hearing at Seattle on a complaint brought against 43 Alaska packers and 11 fishermen's unions.

The commission proposes to issue a "cease and desist" order which would in the future forbid Alaska fishermen's unions and packers from negotiating and agreeing upon the season's fish prices.

Apparently there is nothing in the proposed order which would not permit an individual packer to enter into agreement with an individual fisherman to deliver fish to his cannery at a certain price.

In short, it would force return to the practice in effect prior to 1934—except for the Alaska Fishermen's Union on Bristol Bay.

That the action was somewhat anticipated is demonstrated by the fact that for some time certain fishermen's unions have sought contracts with operators which recognized the fishermen as "employes" rather than as independent producers. (Operators generally have refused such contracts on advice of their attorneys, who have held that signers would be open to legal action for direct opposition to a decision of the Supreme Court.)

Principal element of surprise in the complaint lay in the fact that it named the Alaska Fishermen's Union, including its members fishing on Bristol Bay. Opinion of informed persons generally has been that A.F.U. members fishing Bristol Bay would qualify as employes under the terms of the Supreme Court ruling.

Packers named are all members of the Alaska Salmon Industry, Inc.

Unions made party to the proceedings are: Alaska Fishermen's Union, Alaska Marine District Union of Fishermen, Cannery Workers and Allied Trades; Associated Fishermen and Allied Workers; Bering Sea Fishermen's Union; Fisheries Division, International Longshoremen's and Warehousemen's Union, Northwest and Alaska; Petersburg Vessel Owners Association; Southeastern Alaska Salmon Purse Seiners Association; Stikine Gillnetters Association; United Fishermen of Alaska; United Fishermen of Cook Inlet.

9 Clippers and 5 Tuna Seiners Lost to December 1

To December 1, the Southern California fishing fleets had lost nine tuna clippers and five seiners as a result of the year's long-range operations. his favorably compared with 22 hook-and-liners and eight seiners lost in 1952.

Disaster in 1953 came to these tuna clippers: "City of San Diego", "Manabi", "Sonya", "Mona Lisa", "South Pacific", "Star of the Sea", "Dorothy Lee", "Sea Lady" and "Explorer". Purse seiners: "Cesare Augusto", "Mary D", "Lucky Star", "Andrew D" and "Western Pilot".

Tuna Clippers Ask Sharp Rise In 1954 Prices

Tuna clipper owners at San Diego last month were seeking increased prices for raw tuna. At presstime, negotiations were underway with Southern California packers, with owners reportedly asking Yellowfin prices to be raised from $320 per ton to $360; Skipjack from $280 to $330, both for round fish, effective January 1.

(The live-bait fleet does not negotiate a price for Bluefin, this being a fish caught only by purse seiners; nor is the Albacore price settled until beginning of the season, in early summer. Scale for bonito and yellowtail is also by seperate agreement.)

Owners declared they must have an increase to offset losses sustained because of 1953's poor fishing conditions, increased operating and repair costs, and the impact of increasing foreign tuna imports.

And That's REALLY Being LAZY, Paul

Down at Moss Landing the name on Paul Anderson's boat **Box-Ed,** was a puzzler.

"How come?" Paul was asked.

"Well, you've heard Norwegians called "Square Heads" and "Halibut Heads". **"Box head"** is another name, and I was just too lazy to spell it out", said the blonde Norske from Rolling Bay, Wash.

56-Ton Albacore Fare Is 1953 High

Westgate-California reports that its record Albacore catch came from the **Shasta.** Capt. Jack Canepa and his crew were off Guadalupe Island when the boat ran into a school of Albacore and in a short time the 10-man crew hauled aboard 56 tons, worth more than $22,000 dockside at San Diego. The catch was in addition to 25 tons of Yellowfin and Skipjack.

102 Pound Salmon

Largest salmon caught in British Columbia waters during the past season was a 102 pound Spring, which was taken by Indian fishermen near Hazelton in the Skeena River, according to the Canadian department of fisheries. Fisheries Inspector Vic Giraud reports that the fish was in prime condition and was finally landed after a long battle in which five Indians took part in the Indian fishery area at Hagwilget Canyon.

Master of Clipper Is Reported Missing

Capt. John J. Hall, documented skipper of the San Diego tuna clipper "Sea Voyager", was reported missing, presumably overboard in December in a radiotelephone message to the managing owner, Sam Crivello, San Diego, from John Souza, fishing captain. The vessel was 650 miles south of her home port at the time.

FISHERMEN REPORT ONE NET CATCHES MORE FISH THAN ANY OTHER KIND

A NET MADE FROM

NYLOCK®

U. S. PATENTED-PROCESSED NYLON TWINE

• CATCHES MORE FISH • EASIER TO HANDLE (ABSORBS LESS WATER

• HAS LESS KNOT SLIPPAGE • NEEDS NO PRESERVATIVES—NO DRYIN

• WEARS LONGER • REQUIRES LESS CARE • DOES NOT FRAY OR FUZ

For further information, write or phone one of the following manufacturers who make nets of U. S. Patented NYLOCK Nylon Twin

R. J. EDERER, 540 Orleans St., Chicago, Ill. • **EDERER, INC.,** Unity and Elizabeth Sts., Philadelphia, Pa. • **PAULS FISH NET CO.,** 357 W. Oh St., Chicago, Ill. • **ADAMS NET & TWINE CO.,** 701 N. 2nd St., St. Louis, Mo. • **THE FISH NET & TWINE CO.,** 310 Bergen Ave., Jersey City, N. **A. M. STARR NET CO.,** East Hampton, Connecticut.

NYLOCK

U. S. Patented (No. 2590586) NYLOCK Nylon Twine produced by THE HEMINWAY & BARTLETT MFG. CO., 500 Fif Avenue, New York 36, N.Y. Pacific Coast Representative: J. W. Ashley, 1940 26th Avenue North, Seattle 2, Washingto

For Successful Fishing...
use STARRLOCK NETS
made from NYLOCK® NYLON TWINE

Captain Jerry Johansen, of the "CONNIE C", right, looks over his nets with Bob Lewis, CONETCO Vice-President and reports his satisfaction with the performance of STARRLOCK Nets made from NYLOCK.

Captain Jerry Johansen, of the "CONNIE C", veteran Pacific Coast Fisherman says:

"I am glad to add my word of approval of STARRLOCK netting made from NYLOCK Nylon Twine, for fishermen who want the best.

The experience of other fishermen who use and like Starrlock Nylon was the reason I first used this netting.

Now after using Starrlock Nylon gill netting during a very successful season, I wouldn't use any other brand. I find it is properly made, the knots hold, the netting is easier to handle with less care and — most important — it catches more fish."

Star Netting • Star Performance!

Over the past 50 years, Starr Netting has earned an enviable reputation for high quality, dependable service and *star performance*. That's why Starr Nets are preferred by fishermen who want the best!

Stocked and Distributed by:

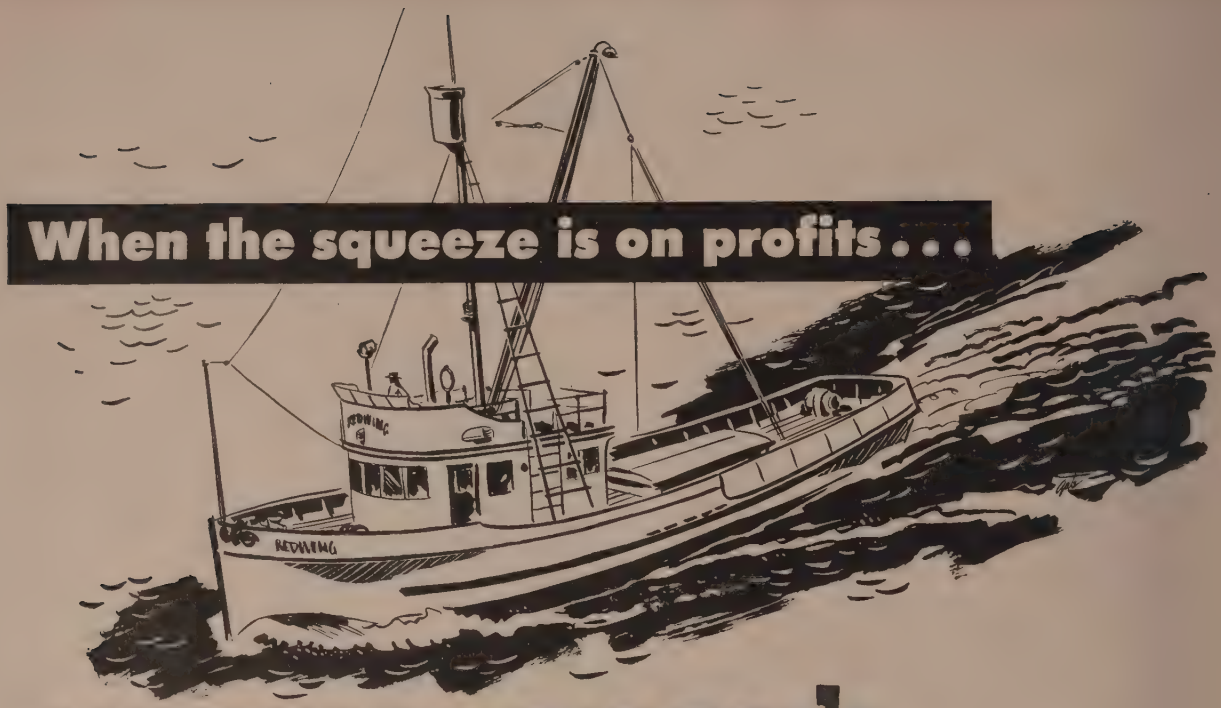
CONSOLIDATED NET & TWINE COMPANY

Fisherman's Terminal, Seattle 99, Wash., Tel. Adler 6387

A. M. STARR NET CO.
EAST HAMPTON . . . CONN.

STARR NETS

Write for prices on netting made from cotton, linen and NYLOCK Nylon.



MURPHY DIESEL'S

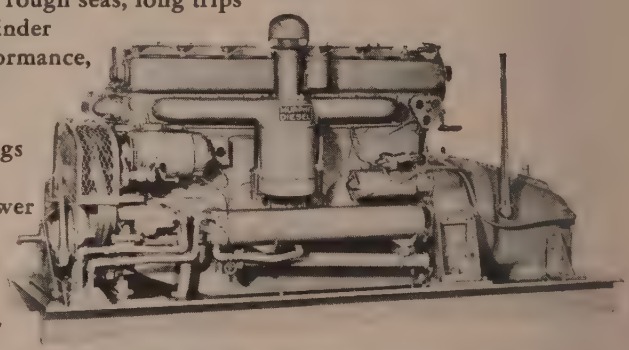
economy of operation and freedom from repairs is more important than ever!

MURPHY DIESEL power helps owners through the tough spots in every way.

The smooth running, husky Murphy engine takes rough seas, long trips in stride. Dual overhead camshafts, 4 valves per cylinder and other proved design features assure better performance, less maintenance and longer life.

And it's easier to get through the "tough spots" in the dollars and cents department, too. Direct savings result from Murphy's precise Unit Fuel Injector and "true diesel" efficiency which get maximum power from every drop of fuel.

So get away from costly upkeep and repairs. Whether you're in the market for a new boat or a new engine, specify Murphy. Ask your Murphy dealer for a copy of "10 Reasons Why Your Next Engine Should Be A Murphy", or write direct.



Murphy Diesel Marine Propulsion Engines and Auxiliaries, 90 to 230 H.P., Generator Sets, 60 to 140 K.W.

MURPHY DIESEL COMPANY • 5301 W. Burnham St., Milwaukee 14, Wisconsin

281

MURPHY DIESEL

SEE YOUR MURPHY DIESEL DEALER, TODAY—

SAN DIEGO 1, CALIFORNIA
Diesel Technical Service, Inc.
205 W. Market Street

SAN FRANCISCO 9, CALIFORNIA
Oswald Machine Works
2936 Hyde Street

SEATTLE 7, WASHINGTON
Alaska-Pacific Supply Co.
2312 Market Street

VANCOUVER, B. C., CANADA
Northern Engine & Equipment Company (B. C.) Ltd.
155 Water Street

Pacific Fisherman's NEWS
January, 1954 Volume 52 Number 1

DeWitt Gilbert ..... Editor
Helen McCauley ..... Associate Editor
Charles L. Shaw ..... Canadian Editor
Stuart F. Leete ..... No. Calif. Editor
A. W. Ponsford ..... So. Calif. Editor
Richard N. Crosby ... Advertising Mgr.

A Miller Freeman Publication

Miller Freeman ..... President
Lawrence K. Smith ..... Vice President
William B. Freeman .... Vice President
Miller Freeman, Jr. .... Secy.-Treasurer

Publication Office
534 S. W. Third Ave., Portland, Ore.
BEacon 6348

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 1626

DISTRICT OFFICES
370 Lexington Ave. ..... New York 17, N. Y.
MUrray Hill 3-9294
1791 Howard St. (Rm. 308) ... Chicago 26, Ill.
ROgers Park 4-3420
906 Royal Bank Bldg. ..... Vancouver, B. C.
MArine 7287
815 Witmer St. ..... Los Angeles 17, Calif.
DUnkirk 9-1112
121 Second St. ..... San Francisco 5, Calif.
GArfield 1-5887
315 No. Avalon Blvd. ..... Wilmington, Calif.
TErminal 4-4538

CORRESPONDENTS
Ketchikan ..... Gene Brice
Icy Strait ..... Mrs. Vi Haynes
Sitka ..... Myrth B. Sarvela
Petersburg ..... Miriam G. McKechnie
Bellingham ..... Mrs. Pauline Constanti
Moss Landing ..... Mrs. Lillian B. Woodward
Grays Harbor ..... Ade Fredericksen
Astoria ..... Mrs. Elsa Auvil
Eureka ..... F. F. Flaherty

CHANGE OF ADDRESS: Please send notice of change of address to 121 Second St., San Francisco 5, Calif., as early as possible, and include both old and new addresses, plus zone number at new address.
ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions, all insertion orders should be sent to the Seattle office.

"Missing" Boat Stands-By Limping Fellow Fisherman

Dewey Gonzalves and Leland Hall had a tale of the sea to relate when they tied up at Crescent City with their fishing boat **Janet Ray** recently, considerably overdue on a run from Coos Bay.

Fear had been felt for the craft due to heavy seas off the Oregon coast and the fact that the boat had just undergone an overhaul, preparatory to moving southward to fish for crabs.

Enroute south, the **Janet Ray** picked up a distress signal from the fishing boat **Alta,** with Keith Richcreek and Wes Wallace aboard, fighting the heavy seas with a balky motor off Cape Blanco. The **Janet Ray** remained alongside the **Alta** until help arrived from the Coast Guard. Both vessels made it safely to port, the **Janet Ray** being met by waiting watchers, including Joe Maderas, part owner.

DICK PERICA, 63, San Pedro engineer and fisherman for 40 years, died at his home in November. He was born in Yugoslavia and came to this country when he was 17. He was a member of the American-Yugoslav Club. . . . Mrs. John Rados, wife of the head of Harbor Boatbuilding Co., is the newly elected president of Mary Star of the Sea Altar Society of San Pedro. . . . Andrew Zankich and Thelma Zuanich became husband and wife in recent ceremonies at Mary Star of the Sea church. . . . Another wedding taking place at the same church was that of Elvy Mary Marchin and Thonas N. Jerkovich, a graduate of Gig Harbor, Wash., schools. . . . Capt. A. C. Wilvers, marine surveyor for the Commercial Fishermen's Inter-Insurance Exchange, is vacationing in Honolulu and visiting with his daughter who is a resident of the Islands. . . .

SAN PEDRO SEINE SETS

Commercial Fishermen's Inter-Insurance Exchange has moved into new and larger quarters on the second floor of the Fishermen & Merchant's Bank Building in San Pedro, which is fast becoming a marine center. The Shark Chaser Chemical Co. has also opened offices on the second floor. . . . Mrs. Sam Randazzo has been invested as new president of the Fishermen's Cooperative Auxiliary, San Pedro. Serving with Mrs. Randazzo, whose husband skippers the **Endeavor,** are Mrs. Anthony Mascola, vice president, Mrs. John Sima, recording, and Mrs. Andrew Xitco, corresponding secretary; Mrs. Charles Dragicevich, treasurer. Special guests at the ceremony were John Real, manager of the Cooperative, and Rt. Rev. Msgr. George N. Scott. . . . Funeral services have been held for Anton Zankich of Cupertino, Calif., fisherman and farmer. His sister, Mrs. Winnie Bozanich, lives in San Pedro . . . . Don Loker of Star-Kist Foods Inc. is one of six vice-chairmen of the finance committee of the Southern California campaign committee for Gov. Goodwin J. Knight. . .

NARIFO II, owned by Kim Hotashita, an Albacore and sardine boat, has been equipped with a Raytheon DE 116 red light indicator "Fathometer", through Marine Radio Service, San Pedro. . . . The big **Sea Lark,** which has been tuna fishing with the **Western Clipper,** was on her way home with a full load as this issue of PFN went to press. . . . **Anthony M** lost her propeller south of Tehuantepec and was reported on her way home with the aid of a tug. . . . John Sestich left his **Arlene S** with a good load of tuna en route to Los Angeles harbor and flew home for the holidays. . .

ANDY VILICH is reported to have plans for his **Alaska Reefer,** now in Tacoma, which would send the freezership to South America, along with such boats as the **Marsha Ann, Courageous** and **Jackie Sue.** Fish would be delivered to Star-Kist Foods Inc. Nick Jasprica was scheduled to be the **Reefer's** engineer on her trip to San Pedro. . . . **City of Los Angeles** has ordered a new skiff, 25-foot plywood siding, to be powered with a Chrysler Ace. The Mardesich Brothers are also building the same type skiff for the **Liberator** and for the **American Boy.** . . . Matt Bodul has taken over the command of the **Lina B**—formerly he was skipper of the **Virginia II.** . . . **New Saturina** is reported to be doing well in mackerel fishing.

Tony Marinkovich is captain of the "Star-Kist," research fishing vessel operated by Star-Kist Foods, Inc. He owned and skippered the purse seiner when she was the "Fearless" and is one of the veteran fishermen of the Los Angeles harbor fleet. The "Star-Kist's" present project is exploration in the South Pacific, using long-line as well as other types of tuna gear.

Morro Bay Tonnage Dives Like a Shag

The Fishermen's Association of Morro Bay, Inc. closed down its dock operations for the season early in November.

A total of 275 tons was purchased over the fishermen's association dock during the current season, according to Dallas Lindsay, buyer-manager. This is about one-third of last year's tonnage. Actual number of boats selling over the dock was about the same as last year but catches were unusually small.

Officers of the association this year are, John Ennis, president; Earl McCutcheon, vice president; Bob Weir, secretary; E. L. Proctor, treasurer and Dudley Rowe, director.

Submarine Signal
FATHOMETER* JR.
Recording Model 1373-S

"ONLY WISH WE HAD IT SOONER"

Says **GILBERT MADRUGA**

Master of the Tuna Clipper AMERICAN CLIPPER

"We recently installed a shoal model FATHOMETER recorder on the tender aboard the *American Clipper.* The installation is portable with an extra transducer on the keel of the Clipper.

"The benefits received exceed our expectations. Used in the tender, it records schools of bait beautifully and gives us soundings so we know it is safe to take the Clipper up to the bait net. In the wheel house of the Clipper, it is excellent for showing schools of tuna and gives us exact bottom contours in shoal water. It is a good investment that will pay for itself many times over. Only wish we had it sooner."

GILBERT F. MADRUGA

RAYTHEON

Submarine Signal **FATHOMETER***
ECHO DEPTH SOUNDERS

INDICATORS — FATHOMETER CADET*. Low cost indicator, range 0-160 feet. FATHOMETER JR. Model DE-116. Range 0-60 or 0-120 fathoms (optional), calibrated in feet and fathoms. Available with remote indicator.

RECORDERS — Four models. Model 1373 with dual range, 0-100 and 100-200 fathoms; Model 1373S with dual range, 0-200 and 200-400 feet for shallow water; Models 1373F and 1373SF with fast chart speed for detailed recording.

RAYTHEON RADIOTELEPHONES — A complete line of new, compact, easy-to-install models for dependable contact with shore, coast guard or other vessels. 10, 25, 35 and 100 watts.

SEE YOUR AUTHORIZED RAYTHEON MARINE DEALER
Ask about Convenient Payment Plan or Write for Details

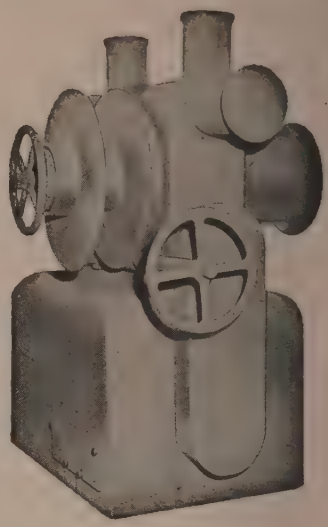
RAYTHEON
MANUFACTURING COMPANY
EQUIPMENT SALES DIVISION
DEPT. 6270, PN WALTHAM 54, MASSACHUSETTS

DISTRICT OFFICES: BOSTON, NEW YORK, CLEVELAND, CHICAGO, NEW ORLEANS, LOS ANGELES (WILMINGTON), SAN FRANCISCO, SEATTLE
INTERNATIONAL DIVISION: 19 RECTOR ST., NEW YORK CITY

Raytheon Products Include: Mariners Pathfinder* Radar, both 10 cm and 3 cm; Submarine Signal Fathometer* Echo Depth Sounders; Marine Radiotelephones and other electronic equipment.
*Reg. U. S. Pat. Off.

NORTHERN CARGO HOIST

Sturdy
Light Weight
Compact
LOW IN PRICE
A.C. or D.C.
10 hp.



The answer to Fishing and Commercial Boat Operators who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.
220-440 Volt A.C. or 115 230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings—100% Galvanized Welded and Cast Steel Construction—Chain, Worm gear and Bearings bath oiled—Bronze Bushings pressure greased—Portable Operating Station on 20 ft. cord standard equipment.

TACOMA BOATBUILDING CO., INC.
DESIGNERS ● BUILDERS
Wood and Steel Construction
Manufacturers and Designers of the
"NORTHERN LINE" Auxiliary and Deck Equipment
132 Sitcum Waterway Market 8138 Tacoma 2, Wash.
ARNE STROM — HALDOR DAHL

Protect Diesel Liners
from Electrolysis and Corrosion

The Connolly-Pacific Company of Long Beach reports **big savings on tugboats.** On their Despatch No. 2 they formerly had to replace a liner on the average of every 2 months. After 9 months of operation with an AQUA-CLEAR Feeder, not a single liner needed replacing. They also increased operating temperatures to between 140 and 160° for greater efficiency, in addition to avoiding lost time and liner expense.

Avoid the Heavy Cost of Closed Cooling

Save all the extra expense, space and complicated piping needed for closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull—cuts repair bills, avoids lost time due to breakdowns. Made for all kinds and sizes of marine engines. **Saves thousands of dollars in original cost and maintenance expense!**

Send for FREE Folder

Write today for more information about this amazing and economical installation to operate marine engines in complete safety with direct salt water cooling. **Costs only $128.75 for 250 hp.** Larger and smaller sizes in proportion.

Over 20,000 Now In Use

Sold and Installed by Leading Boatyards

AQUA-CLEAR Feeders
Protect Diesel Engines from Electrolysis and Corrosion

SUDBURY LABORATORY, Box 268, South Sudbury, Mass.

Fellow Fishermen Rally to Help Troller Hard Aground in Iron Lung

Fellow-fishermen in Southern California, and particularly Pacific Coast Fish Producers Institute members in San Diego, are rallying strongly to the support of Harold Eaton, owner-skipper of the fishing vessel **Reliance,** who has run hard on a reef of tough luck.

Virgil K. Smith of the boat **Adventure** writes **Pacific Fisherman's News** about Mr. Eaton, feeling that his friends and fishermen generally will want to know about him, and perhaps will wish to help out in a financial crisis which would crush a strong man, let alone one in an iron lung.

Let Mr. Smith tell about it:

"Harold Eaton of the PCFPI and the Fishermen's Association of Morro Bay, owner of the troller **Reliance,** came down with polio the middle of last season, and is in an iron lung, paralyzed from the waist up. We fellow fishermen are seeking contributions from his friends and other fishermen who might care to help his family in this great emergency.

"The U.S. Public Health Service at San Diego refuses to help out in this case, because it doesn't have hospital facilities at San Diego, and he can't be moved to San Pedro or San Francisco. The March of Dimes is assuming the payments for his nurses, which are $45 per day.

"He is in the county hospital, where all polio patients are sent. The county is putting his bill on deferred payment, but it is beginning to look like the national debt. His wife, Maxime, and their infant son, Gale, experience extreme hardship.

"We have appealed the Marine Hospital decision to the Surgeon General in Washington, but at the end of November a month had passed with no reply to the letter, so it begins to look as though Washington would do nothing to help."

'Loon" Sold on Lien

The motor vessel **Loon,** owned by Western Trading Co., Trygve Roth, president, was sold at Seattle in November to satisfy a libel filed some time ago by 11 members of the Alaska Fishermen's Union, who sought $8,850 wages and $3,500 maintenance for their service aboard the vessel on Bristol Bay in 1952.

Diesel Explosion With Fire Destroys "Wanita"

Wanita, 50' $32,000, three-way diesel fishing boat—halibut, crab and seining—burned to the water and sank in November 40 miles south of Petersburg, Alaska. The blaze, which barred battle with its black diesel oiled smoke clouds, sent to Davey Jones the only boat in Petersburg's fleet of 125 which was equipped for live crab hauling as well as being geared for halibut and seining.

Owner Leon Hasbrouck responded to the thud-like engine-room explosion only to find the engine-room and focsle spewing dense clouds of black smoke. He and son Ted were able to salvage only a few personal belongings before cutting loose their skiff and outboard in surrendering to the disastrous fire. The U.S. Navy freighter **Arlo Olson,** southbound for Ketchikan, took the Hasbroucks aboard to wire their home port for help, which was dispatched immediately.

The **Wanita** was built in the Mitkof Marine Yards of Petersburg in 1947 by the late L. R. MacDonald, builder of many of Petersburg's boats.

Replacement costs of $32,000 were approximately 80% covered by insurance carried by Commercial Fisherman's Inter-Insurance Exchange.

CUT YOUR HULL MAINTENANCE COSTS!

Trevarno Glass Boat Fabric Protects Hull Surfaces Against

water logging **scuffing, leakage**
marine growths **rot, worms**

LESS TIME OUT OF WATER

Trevarno Fabric covering for your wood hull assures you more time for fishing, cuts hauling costs, reduces hull maintenance expense! Trevarno Fabric bonds to hull, seals against leaks, gives you a stronger, better looking boat.

EASY TO APPLY

Trevarno Boat "B" Fabric is scientifically engineered for commercial use. It has tremendous tensile strength, adds shock resistance to hulls and forms a permanent, invisible covering impervious to moisture, rot or petroleum fluids. Trevarno lasts the boat's lifetime—cuts yearly maintenance costs! Just paint resin and hardener on clean, dry hull. Smooth on Trevarno Boat "B" Fabric. Apply second coat of resin and hardener. Then, sand hull lightly and paint, *or leave it natural* (Trevarno lets the wood grain show through, adding to the beauty of your boat.)

DECKS AND CABIN TOPS, TOO

Trevarno Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing, damage from sea and sun. Lightweight Trevarno Boat "A" Fabric is ideal for small boats, topside bulkheads, etc.

2740

Trevarno
GLASS FABRICS

Ask your Marine Supply Dealer, or write

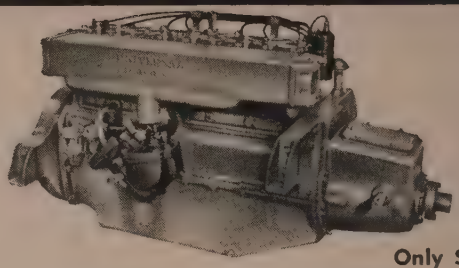
COAST MANUFACTURING & SUPPLY CO.
BOX 71F, LIVERMORE, CALIFORNIA

NOW ...in 1954...

Universal Sets the Pace!

Proudly we present the industry's most carefully planned marine motors for fishing service. To make them precisely what you require — in bigger power output and space-saving small size, we consulted fishermen, naval architects and boat builders.

The net result is two fine sizes — each filling a definite need for really modern marine power. Both offer maximum efficiency and dependability — are easier than ever on fuel and maintenance costs. Thoroughly proved, they are backed up by one of the greatest guarantees of marine motor satisfaction: the name "Universal."



Only $895

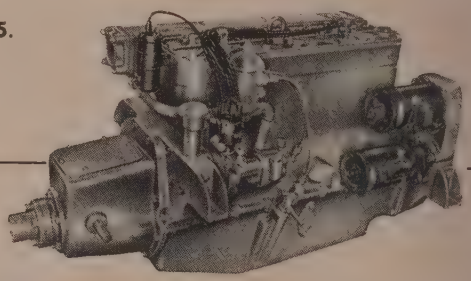
EXPLORER SIX — 95 HORSEPOWER

Measures only 40⅝ inches, weighs only 684 pounds. It has precision-balanced 7-bearing crankshaft; full-length water jackets; chrome-nickel alloy iron castings; oil sump pump; rubber (or rigid) mountings, etc. Hydraulic or manual reverse; various reduction gear ratios and power take-off equipment. 230 cubic inch displacement, 95 h.p. at 3200 r.p.m. **Only $895.**

MASTER SIX — 105 HORSEPOWER

A power-packed, high torque six providing big lugging ability in small size— **just 40⅝ inches.** Weight is only 698 pounds. Has all the quality features you expect from Universal: corrosion-resistant castings; precision-balanced, counterweighted 7-bearing crankshaft; built-in hand sump pump; larger, deeper water jackets, etc. Hydraulic or manual reverse, various reduction ratios. 236 cubic inch displacement, 105 h.p. at 3200 r.p.m. **Only $995.**

Only $995.



2 NEW MODELS

NEW LOWEST PRICES!

ALL THROUGH THE LINE!

Now you actually pay less for premium Universal quality. Effective January 1, every single Universal carries a much lower price tag — for savings up to hundreds of dollars on many models. Only the prices are lower. Nothing else! They are still built to give Universal's traditionally higher standards, still the same for true-marine construction. Now, with prices lower than the lowest, move up to a Universal— the most respected name in 100% Marine (R) Motors! See your Universal dealer.

You can't buy higher quality at lower prices anywhere!

Super-Six Stevedore—for rugged power with polished smoothness and unusual economy. Less than 45" over-all, 130 h.p. at 2800 r.p.m., 340 cubic inch displacement. Also Commodore model, 145 h.p. **Only $1195.**

Cruiser Six — a favorite of fishermen for fine, economical operation. 90 h.p., 260 cu. in. **Only $995.** (Also 110 h.p. Sea Lion Six at **$1,025,** and 60 h. p. Blue-Jacket Six at **$725.**

Unimite Four — Most advanced big-power four. 141 cu. in. displacement. 65 h.p. **Only $666** complete.

Super-Four—Here is service and performance measured by the tens of years! 50 h.p. at 3000 r.p.m., 149 cu. in. **Only $695.**

Utility Four—Fastest selling motor in the world in its class — and good reasons! It's so economical, so dependable, 25 h.p. at 2500 r.p.m., 95 cut. in. **Only $500.**

Fisherman — The leading one-cylinder water-cooled true marine motor. Uses less than two quarts of fuel an hour. 8 dependable h.p. at 1200 r.p.m., 68 cu. in. **Only $245.**

Also OTHER POPULAR MODELS at NEW LOW PRICES!

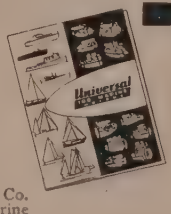
Mail for Free Literature!

Universal Motor Co.

325 Universal Drive, Oshkosh, Wisconsin

WORLD'S LARGEST BUILDERS OF 100% MARINE MOTORS AND TRUE-MARINE ELECTRIC PLANTS!

Seattle—Pacific Marine Supply Co. – San Francisco—Thomas A. Short Co. Los Angeles and San Diego—Shepherd Marine – Honolulu—McWayne Marine Supply Co. – Prince Rupert, Vancouver and Victoria—Edward Lipsett, Ltd. Coos Bay, Oregon– Elfving's Marine & Builders Supply Portland—Lee McCuddy's Columbia Marina



UNIVERSAL MOTOR COMPANY
423 Universal Drive
Oshkosh, Wisconsin

———Send me free literature on the entire 1954 Universal line with new low prices.
———Mail me complete information and specifications on the new Universal models.

Name .....

Address .....

City ..... Zone.... State.....

An Alaska Troller Speaks Out On Cooperation in Fisheries

By
MYRTH B. SARVELA
Co-Owner Troller "Myrth"

It will be a bright day for the Alaska fisheries when there is cooperation among the fishermen of Alaska using the different types of gear, as urged by Mrs. Jack Storfold in her article "Understanding and Cooperation Is Needed in Fishing Industry," in the November issue of **Pacific Fisherman's News.**

Just to keep the record straight, the situation that now exists would never have come into being, if cooperation had been the ruling impulse of two important factors in our fisheries, the reduction plant herring seiner and the salmon trap operator.

When I came into the Territory 28 years ago there was an abundance of both herring and salmon. We who live here believe the wasteful destruction and over-fishing of the herring seiner for the reduction plants, and of the cannery trap operator have contributed materially to the condition of Alaska's fisheries today.

In the days of the 1930's, when there were still quantities of herring and salmon, the people of Alaska pleaded, requested, demanded and prayed the Fish and Wildlife Service and the Congress of the United States to protect Alaska's fishery resources. Since 1937 our legislators have prayed Congress at every session to do something about the situation.

In 1933 the trollers through the Alaska Trollers Association urged Congress to restrict the herring seiners from over-fishing for the reduction plants. They predicted the fishery would be depleted. Was there cooperation? No! Our pleas fell on deaf ears. Memorial No. 9, passed by both houses at the 21st Alaska Legislature "respectfully requests that the Secretary of the Interior and the Director of the Fish and Wildlife Service prohibit fishing for herring for reduction purposes in Southeastern Alaska immediately and until such time as the supply recovers its previous abundance." Alaskans are vitally interested in our fishery resources and in the development of Alaska. We want to cooperate.

Mrs. Jack Storfold in her article states: "In 1952 the majority of the herring was found in and around Noyes Island and on down to Cape Muzon, whereas in this 1953 season the herring was found from Sitka Sound to Shelikov Bay. Contrary to rumors spread this past season the herring was caught outside these areas. True, some were inside, but the main volume was caught six or seven miles outside, where no trollers were fishing at all."

From the above, Mrs. Storfold, although she does not state it, implies that the herring was caught at sea. During the time the 10 herring seiners were fishing in the Cape Edgecumbe-Shelikov Bay areas they made their sets among the trollers. At Shelikov Bay the sets were made in the shallow waters of the bay inside the trolling boats. I never once saw a set made more than two miles outside the headlands of the bay or sound, and at all times there were boats trolling on the sea-side of the herring seiners.

In this day of radio-telephones there are no secrets in the fishing game. Not once did I hear a herring seiner urging the others to come offshore to fish, but I did hear them reporting that they had located the herring in Icy Straits and later at Tyee; inside waters of Southeastern Alaska.

In a letter to Secretary Douglas McKay on July 5, I stated our problem with the herring seiners and urged that "regulations be made to keep the herring seiners one mile from the headlands of the bays." According to Mrs. Storfold's story, the herring seiners should not object to such a regulation.

Again quoting Mrs. Storfold: "When the herring boats went into the Sitka area the trollers were not catching any amount of salmon, and it was not until June 28 that any herring was delivered to the plants."

The Sitka area had the best fishing it has had in many years during June at Cape Edgecumbe and Shelikov Bay. A couple of $1000 and a number of near-thousand-dollar trips were delivered in Sitka before the herring seiners arrived. Our records show that we sold our best trip of the season on June 23.

There are three salmon buyers in Sitka: four, with the Halibut Producers Cooperative. I have checked with one, the Sitka Cold Storage Company. Their records show that in June and the first part of July they purchased around 250,000 pounds of King salmon and from the later part of July through August their purchases were down to less than 100,000 pounds.

Mrs. Storfold further states: "Even after the herring seiners left Sitka area the trollers did not catch any salmon to speak of, and yet the blame is placed on the herring boats." How true this statement is. Certainly there were few King salmon caught after the herring boats left the Shelikov area. They scooped up all the salmon feed; and the salmon left, too.

In the spirit of cooperation and conservation, if the herring seiners had taken only a part of that enormous school of herring, the King salmon would have tarried and the troller would have been content. But no! They kept seining the school until they had all the herring. I saw one of the last seiners to leave make two water-hauls before it finally gave up and departed.

If Mrs. Jack Storfold is an Alaskan and has lived and worked at Port Alexander for many years, she will remember when the area from Whale Bay to Cape Ommaney was a rich fishing ground, with Port Alexander a thriving fishing village. Today it is a ghost town. The reduction plant herring seiners cleaned the herring out of bay after bay, year after year, until that area is a barren waste. Had they been less wasteful in the years of plenty, regulated their fishery, looked to the future and cooperated with the fishermen of other types of gear, they would not have to close their plants until there is again an abundance of herring. Old-time fishermen go down the outside of Baranof Island every season looking for the lush fishing of by gone years. Without the herring, feed of the salmon and halibut, the fish by-pass this area, and the fishermen look in vain.

The Fish and Wildlife Service argues, "It is not the lack of herring, but the dams in the Columbia River that have ruined this lush fishing grounds." Yet no scientist has been able to explain to me why the white King salmon quit this area, or why the halibuting once so good is now so poor.

Salmon trollers are the life blood of Pelican and Sitka and each year there are about a thousand trolling boats, with investments from $1000 to $30,000 each, fishing this area.

We support thousands of workers that supply us with services; boat builders, gear manufacturers (plugs, spoons, gurdies, trolling wire, salmon twine, hooks and numerous kinds of swivels, etc.), marine engine makers, equipment manufacturers (anchors, winches, radios, depth-recorders, iron mikes, etc) and the Union and Standard Oil Companies. And in Sitka and Pelican, as well as all Southeastern Alaska cities, there are businesses representing these services who supply us; helping to develop the Territory and making Alaska the interesting place it is in which to live.

Our legislators in Juneau know what is best for Alaska and their prayers in the form of memorials to Congress should be respected.

Cooperation is what we have been praying for these many years. Let the voice of Alaskans be heard, the fishing industry stick to the records, cooperate with the fishermen of all types of gear, protect our fishery resources and go forward.

CHRYSLER marine engines

Sold and Serviced by

THE NATIONAL SUPPLY COMPANY

IN THE PACIFIC NORTHWEST

From Portland to Ketchikan, National Supply's Engine Division stocks genuine Chrysler Marine Engines and parts . . . and provides modern service facilities for quick repair or complete overhaul.

When you're repowering, let us help you select engines best suited in HP and RPM ratings for your needs.

A complete line of Chrysler, Superior and Atlas engines are available at these sales and service points: Astoria, Ore., 131 Seventh St., P.O. Box 57; Halifax, Nova Scotia, Canada, 76 Upper Water Street; Ketchikan, Alaska, 900 Water St., P.O. Box 2021; Portland 14, Ore., 237 S.E. Union Avenue; Seattle 99, Wash., Salmon Bay Terminal; Vancouver, B.C., Canada, 1859 West Georgia Street.

ENGINE DIVISION

THE NATIONAL SUPPLY COMPANY

PLANT AND GENERAL SALES OFFICES: SPRINGFIELD, OHIO

FEWER HAUL-OUTS *with* TRIPLE C PRODUCTS

TRIPLE "C"
CAPE COD COPPER COMPOUND — the world's finest anti-fouling protective coating . . . A complete guard against *all* marine growth.

HI-TEX
A high gloss and color fast marine enamel — formulated for protection against *all* marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.

Available at All Leading Dealers

50 YEARS OF PROVEN QUALITY

AMERICAN MARINE PAINT CO.

Stop THAT VIBRATION!

- Protect shafts
- Protect hulls
- Protect engines
- Reduce noise

Easily installed between engine and propeller shaft, Morse Morflex Marine Radial Couplings absorb vibration, lessen bearing strain, increase hull and engine life. They compensate for shaft misalignment, need no attention.

For full information, get in touch with any of these West Coast representatives: Los Angeles—J. W. Minder Chain and Gear Co., 6011 Central Avenue . . . San Francisco—Adam-Hill Co., 244-246 Ninth Street . . . Portland—Power Transmission Products, 1107 N. W. 14th Avenue . . . Seattle—Chain Gear, Incorporated, 822 First Avenue, South . . . Vancouver—Western Equipment Co., Ltd., 102 Main St.

REFIT WITH MORSE

MORSE
MECHANICAL
POWER TRANSMISSION
PRODUCTS

Hanson Heads Hemisphere Group of Fish Boat Congress

H. C. Hanson, Seattle naval architect and marine engineer, elected chairman of the Western Hemisphere Permanent Committee of the International Fishing Boat Congress.

Pacific fishing vessel design, construction and technology were represented at the International Fishing Boat Congress in Paris, France, in October by H. C. Hanson, Seattle naval architect and marine engineer; who at the November session of the Congress in Miami, Fla., was chosen chairman of the Western Hemisphere Section of the Congress.

Mr. Hanson was the only private practice, "working" American naval architect at the Paris meeting, where he presented four technical papers on four different classes of Pacific fishing vessels: gillnetters; trollers; combination net, line and live-bait boats; and tuna clippers.

He was chairman of the final session of the Paris meeting; and at Miami served as general chairman of the session, in addition to being chosen chairman of the Permanent Committee for the Western Hemisphere. Other Pacific Coast members of this committee include William C. Miller, San Diego, secretary; and George C. Nickum, Seattle.

Mr. Nickum delivered a paper at Miami on stability of fishing vessels; while James F. Petrich of the Western Boat Building Co. of Tacoma presented a paper on the "Influence of Operational Factors on the Design of a Modern Tuna Clipper."

Carl B. Carlson of the U. S. Fish and Wildlife Service, widely known on the Pacific Coast for his work with fishing gear, had two papers, one of live-bait equipment and management and the other on recent developments in deck gear.

Mr. Hanson's four papers were lavishly illustrated, and were presented in a handsome booklet format which made a particularly effective impression at Paris.

The two sessions of the International Fishing Boat Congress were sponsored by the Food and Agriculture Organization of the United Nations, and the Paris meeting adopted a resolution recommending that "F. A. O. should organize a permanent international cooperation on a wider basis" for "common further study in order to avoid dispersion of efforts and to facilitate . . . experimentation and research in the design and construction of fishing boats."

Following the Paris meeting, Mr. Hanson visited Sweden, Norway and Denmark; and then, with Mrs. Hanson, who had preceded him to Europe, visited Rome and Italy generally before returning to the United States, where he spent several days in New York on business before going to Miami.

He felt that the European meeting was very well attended, with about 200 architects and engineers present; but that the Miami session failed to attract the attendance expected, particularly from Latin America.

Don Foster Again Directs Alaska Indian Affairs

Don C. Foster, former director of the Alaska Native Service, returned to that position in an "acting" status, succeeding Hugh J. Wade, who in turn replaced Mr. Foster in 1950.

Immediately upon his return to the Territory, the Alaska Native Brotherhood and other Native organizations asked Secretary of the Interior McKay to make Mr. Foster's appointment a permanent one.

The Foster administration of Alaska Native affairs was generally regarded by objective observers as sound, intelligent and realistic.

Eurekans Open Fire on Minimum Albacore Law

Fishermen and operators of the north coast section of California are telling the state legislature that the minimum Albacore law is unfair, and that dealers are being "squeezed out" of purchases. Under the law, no Albacore under nine pounds may be landed and sold commercially in state ports. As a consequence, it was pointed out, many fishermen make their deliveries of Albacore to Oregon and Washington ports. Dealers complained that fully-loaded Albacore boats often have catches containing undersized Albacore which necessitates delivery in the northern ports.

Eureka fish dealers also went on record as recommending a commercial abalone season on the northern California coast. At the present time, no commercial operations are permitted, activity being limited to sports diving.

Spokesmen for the industry included Les Hubbard, of Consolidated Fisheries, San Francisco; Theo Weissich, president of the Theo Weissich Fish Company, Eureka; Ed Scudero, Eureka, manager of the Balestrieri Fish Company; W. O. Riley, Eureka, of the Fishermen's Marketing Association.

Siuslaw Fishermen Seek Coast Guard Protection

Aroused by the accidents and losses which have occurred since the Siuslaw River lifeboat station on the Oregon Coast was put on inactive status in 1946, fishermen operating out of the Siuslaw, with the support of the businessmen of the town of Florence at the mouth of that stream, are making strong representations to the Coast Guard for re-activation of the station.

This was brought to a head this fall with the loss of the **Dixie** on the Siuslaw Bar. Two lives were saved by the daring of another fisherman. There were two lives lost in these same waters the year before.

Copper River Dam Idea Is Opposed

Request of Harvey Aluminum Co. of California for a preliminary permit to investigate feasibility of construction of a dam on the Copper River was vigorously resisted in December by the Fish and Wildlife Service and the Alaska Department of Fisheries, who contended that such construction would jeopardize if not destroy the Copper River salmon run.

Fillet Imports Blamed For Trawling Drop

Bottom fish production at Eureka in 1953 ran nearly two-thirds short of the 1952 output, according to O. W. Riley, secretary of the Fishermen's Marketing Association, composed of dragboat owners and fishermen working out of Humboldt.

Here's How to
Off the Shelf
CHURCH'S
Naturally Sweet
NO SUGAR ADDED
CLAPP'S
PEAS
Libby's
DOLE
Schilling
Vanilla
Lindsay

Get Your Products and Into the Basket...

...Dress them up with Schmidt Labels Lithographed or Foil Gravure Printed

When you lay a label problem in our lap, we start with our eye on Sales and the Shopping Basket. For Sales and the Shopping Basket are the goals of today's labels.

Impulse sales account for big volume, especially in the food store. And it's the label that creates the impulse.

In developing your label we work closely with you and your product. We study the product from every angle... your competition, how and where the product is displayed in the store, what the dealer thinks, every factor that has a bearing on your sales.

This is the kind of label teamwork that has kept on our customer list so many top names in the food industry.

If you're bothered right now with label problems, call us in and unload your worries on us. We thrive on them.

Schmidt *LITHOGRAPH COMPANY*

SAN FRANCISCO • LOS ANGELES • OAKLAND
FRESNO • SACRAMENTO • HONOLULU, T. H. • SEATTLE • PORTLAND • DENVER
HARLINGEN, TEXAS • SAN ANTONIO • ORLANDO, FLORIDA • CHICAGO • NEW YORK

S. L. 5 REV.

THIS INSERT PROCESSED WITH
SCHMIDT "LUSTERCOAT"
HIGH GLOSS LACQUER

Peruvian-designed and built, Yoryi is a 47-footer typical of the modern trend in the development of the fishing fleet of that South American country. She carries purse seine equipment and has proven herself a nimble and effective fisherman.

Eureka Fish Haven Improvement Programed

Eureka's Small Boat Basin, home of the Humboldt Bay fishing fleet, recently has had considerable improvement, with other work in prospect.

Among the new improvements was the installation of a short-wave radio in the wharfinger's office.

State aid is being sought for further improvements to the basin proper, to include dredging, drainage diversion and other work. Recent inspections disclosed that the basin has been silting up to some extent and that some of the pontoons, which support the floating walkways and piers, have rusted quite badly.

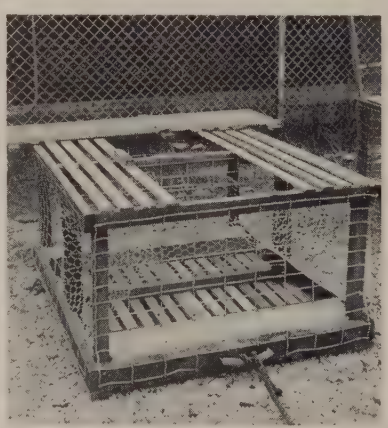
Heavy Swells Take Gear

Two Santa Barbara fishing boats experienced severe gear loss during the recent big ground swell which raked Southern California coastlines. Castagnola Bros.' **El Sole** and **Americo** both lost about 55 lobster traps. **McGee III** lost about 60.

Wooden Lobster Pots Santa Barbara Standard

About 80% of Santa Barbara's lobster fleet are now using a pot designed and built by the Lindwall Boat Works of Santa Barbara. A week's trip by the following boats is netting about a ton per boat—five pulls of the gear: **C. H.,** U. F. Stevens; **Adeline H,** Ralph Hazard; **Santa Lucia,** Joe Fricia; **McGee III,** A. R. Ball; **Quo Vadis,** Joe and Gene Canby; **Pelican,** Baba Castagnola; **Linda,** George Castagnola; **El Sole,** Dario Castagnola; **Piave,** Baptisto Castagnola; **Americo,** Lawrence Castagnola; **Sebastian L,** Bob Knapp; **Rita B,** Haley Aycock.

The trap is constructed of galvanized wire and is built in two sections. One section has two funnel entrances, one on each side, while another funnel entrance opens into the second compartment, which is called the "death trap." For ballast there are some 60 to 70 lbs. of concrete on each end.



Lobster pot of the type used by the Santa Barbara fleet.

New Combination Building

Frank Pasquinucci, Sausalito Boat Building Works, Sausalito, Calif., is building a new 36′ combination boat.

The craft will have a beam of 12′, and will hold 8 or 10 tons in the hold. It is of the raised deck type, will have accommodations for two, and will be powered with a four or six cylinder GM diesel.

Frank, who is building the boat for his own account, says that it will be ready in time for salmon season next year.

Peru's Modern Fishing Typified by "Yoryi"

Modern character of the development taking place in the fishing fleet of Peru is revealed by description and pictures of the recently completed "Yoryi" furnished Pacific Fisherman by one of its South American readers, Jorge E. Ganoza B. of Callao, Peru, who supervised construction, as well as installation of motor and equipment.

Mr. Ganoza says the Yoryi is the property of Industrial Maritime, S.A., and was built in that country to plans drawn by Juan Schubert W., a naval architect of Miraflores, Peru.

Although readily adaptable to several Peruvian fisheries, the craft has been used at first in the seining of anchovies. She has carried 27 tons of anchovies successfully in her hold, although she is only 47′7″ overall. Yoryi is equipped with a purse winch, but appears to fish without a turntable, perhaps in the manner of the California lampara boats.

Waterline length is 37′11″ and beam is 13′. Power is a 50-hp semi-diesel, which gives her 7.5 knots speed. The vessel is built of Oregon pine and local hardwood, and is equipped with a modern echo-sounder.

There is a two-bed stateroom in the deckhouse; with the galley opposite. The craft has bridge controls which give the skipper excellent visibility and intimate command of fishing operations. Mr. Ganoza rates the performance of the Yoryi at sea as "excellent," with an easy helm and her nimbleness in turning among her outstanding characteristics.

Alse Carlstrom Dies

Fishermen along the northern California coast joined recently in mourning the late Alse Carlstrom, 52, who died at his home in Eureka in mid-November, following a brief illness.

Carlstrom, a native of Norway, had made his home in Eureka for the last 25 years. He was a member of the Fishermen's Marketing Association, and was a veteran of World War II.

Carlstrom leaves an uncle, Jacob Bassi, and a cousin both residing in Seattle, Washington.

Kaakinen Hauls Excess Oregon Crabs to Westport

The Kaakinen Fish Co. cannery at Westport, Wash., processed in December crab taken off the coast of Oregon and delivered at Port Orford, about 60 miles south of Coos Bay, Ed Kaakinen, owner of the cannery and operator of another cannery in Port Orford, reported. Crab fishing was reported good off the Oregon coast despite spotty weather conditions and the crabs are of good quality, Kaakinen said.

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

*Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

South Sound Trawling Production Disappointing

A large portion of the southern end of Puget Sound, including Carr and Casse Inlets, was opened to otter trawling on Dec. 1, 1953. The area, closed for five years, yielded disappointing amounts of food fish on the opening day. However, fishermen hoped to locate good quantities of English sole within the area. Better than 80% of the English sole removed from the South Sound was wormy and was sold by special permission from the State to reduction plants and mink farmers. A survey made by Washington state biologists indicated that close to 130,000 lbs. of scrap fish, 93,000 lbs. of wormy English sole, and more than 90,000 lbs. of food fish were removed during the first two days fishing. Dogfish were prevalent in most areas dragged and many boats were heavily loaded with scrap. New state regulations prohibit fishermen from returning the scrap fish to the water and, therefore, the entire catch is brought into port and the scrap fish are sold for reduction.

A load of 20,000 lbs. of scrap fish on the deck of the Puget Sound trawler "Brookfield." The fish was taken in initial operations in a newly-opened trawl area in south Puget Sound, where fishing was permitted after closure for five years. Hake, dogfish, skates, and ratfish make up the major portion of this load, brought in for mink feed and reduction. Puget trawling regulations forbid returning scrap fish to the water.

Off-Season Fisheries Needed for Alaska

The critical drop-off in salmon catches in Alaska during the past season has caused fishermen to search for other sources of fisheries income. Alaskan fisheries economy has been largely based on salmon. However, there are possibilities for establishing other fisheries of considerable magnitude in Alaskan waters.

During the past several years, the Fish and Wildlife Service has shown the presence of commercial quantities of pink shrimp to exist in many of the bays and inlets of Southeast Alaska. Idaho Inlet, Glacier Bay, and Yakutat Bay all showed signs of good quantities of pink shrimp. Presently, the main catches of Alaska shrimp are made in the Petersburg-Wangell area.

Trawling possibilities in Alaskan waters should also be considered. The continental shelf extending from Cape Spencer to Kodiak represents one of the largest available trawling areas on the Pacific Coast. The potential of this area is unknown. However, its production of bottom fish should be as good or better than grounds further to the South. True Cod, blackcod, Pacific Ocean perch, rockfish and varieties of sole undoubtedly abound.

The Dungeness crab fishery offers definite possibilities for expansion. During the past year, Seattle boats have run as far north as Hecate Strait and returned with good catches of crabs, brought to Seattle in live state. This fishery has been virtually untouched. The demand for this product is high and the price good.

The reduction of seaweed for pharmaceutical products, jelling materials, and for other uses has been carried on in San Diego, and Portland and other areas for a number of years. Recently, Oregon kelp producers have expressed interest in obtaining material from Alaskan waters, where suitable large kelp beds are reported to exist in many coastal areas off Southeast Alaska.

Petrale realizes that transportation, labor and other factors make it difficult to take advantage of many of these opportunities. However, these fishery resources are available and should not be dismissed lightly.

Electronic Buoy Prevents Loss of Set Gear

A new type of electronic buoy is now being used by British fishermen. The "Dahn Buoy" is dropped overboard after setting a string of longline gear and can be located from a distance of 30 miles. The buoy has a small transmitting unit, which sends out a continuous signal for a period of 72 hours. A Dahn Buoy is made to send out only one signal, that of its parent ship. A time switch can be set to start the signal anytime after it has been set up to 48 hours. The buoy, which weighs approximately 300 pounds, may have possibilities in our "line" fisheries, particularly halibut.

Exploratory Trawling Information Available

The Fish and Wildlife Service has recently published the results of the exploratory trawl work carried out off the Oregon and Washington Coasts in 1952. Copies of this paper may be obtained by writing the U. S. Fish and Wildlife Service,

There would be many tiring hours at the wheel for the Captain and Mate of the Atlantic Reefer if it weren't for the Sperry Magnetic Compass Pilot. For 18 months she made many long banana runs back and forth between Ecuador and Miami through the Panama Canal. Now she hauls bananas between Ecuador and San Diego.

"...like having another man aboard for helmsman."

SAYS JOHN RADINE, CAPTAIN OF THE M/V ATLANTIC REEFER

■ As Captain Radine points out, "The Sperry Magnetic Compass Pilot is like having another good man aboard for helmsman." Once the course is set it's followed automatically through the heaviest seas and more accurately than would be possible under human control. Fuel consumption is reduced, miles and hours are saved, and in the case of the Atlantic Reefer, officers' time and energy are conserved.

■ Whether you're shipping bananas, catching fish or handling other cargo, a Sperry Magnetic Compass Pilot can pay for itself in quick order. Write our nearest District Office for additional information.

SPERRY GYROSCOPE COMPANY
DIVISION OF THE SPERRY CORPORATION

GREAT NECK, NEW YORK • CLEVELAND • NEW ORLEANS • BROOKLYN • LOS ANGELES • SEATTLE • SAN FRANCISCO
IN CANADA – SPERRY GYROSCOPE COMPANY OF CANADA, LIMITED, MONTREAL, QUEBEC

2725 Montlake Blvd., Seattle, Washington. The results of practical exploratory work carried out by the **Cobb** are available at this address at no cost. Reports on progress in research projects and other works carried out by State and Federal agencies are usually published and made available to the public. Fishermen interested in obtaining information on various fisheries in which they are engaged or wish to engage should take advantage of the data offered by the local research agencies. Addresses may be obtained by writing Petrale.

Aureomycin Helps in Preservation of Fish

Experiments carried out by the Pacific Fisheries Experimental Station in Vancouver, B. C., have shown the success of using small amounts of aureomycin for retarding bacterial spoilage of fish. The workers have tested a number of methods of applying the antibiotic such as incorporating it into ice, dipping fish into water solutions containing small quantities of this drug and applying it to the flesh. The results showed that ice containing small amounts of aureomycin effected marked improvements in the keeping quality of fish. In all cases, bacterial spoilage progressed at a slower rate when using the antibiotic. The tests tried on salmon and lingcod demonstrates a new method of possibly improving the quality of fish which must be held over long periods.

SAN DIEGO BITE-SIZE ITEMS

DON BYRD has bought the **Mercator** from Van Camp Sea Food Co. He recently returned from Italy where he was in service for the FAO. He had previously sold his Kettenburg-38 . . . Louis Massa, skipper-owner of the **St. Mary,** is planning a vacation trip to his native Italy early in April . . . There's a new home building at Point Loma for Eddie Silva, skipper and co-owner of the **American Clipper** . . . **Sun Dial** lost her rudder in October while en route to the Galapagos. While drifting for some five hours, awaiting a tug, Capt. P. Hardy noticed something floating. On investigation he discovered it was the lost rudder blade. Instead of a haulout at Balboa, the blade was replaced by a diver at Panama and the vessel continued fishing . . .

FRANK MEDINA is now skipper of the converted tuna vessel **Western Ace.** He is also owner of the **Berdnadette** . . . Ralph McCabe, former skipper of the **Ace,** is now waterfront salesman for Olsen-Johns, new ship chandlery firm at San Diego . . . **Sea Boy** returned to port at Thanksgiving to deliver about 95 tons of tuna, assigned to the Franco-Italian cannery at Terminal Island. She was at sea 85 days . . . After 25 days at sea the **Sun Hawk** returned to port with 100 tons of tuna . . . Mr. and Mrs. Frank Marino, parents of a fisherman lost in the capsizing of the tuna clipper **Princess Patt** a year ago, are suing on charges that the repairs made before she put to sea were faulty. Andrew Marino was the only member of the 15-man crew to drown when the vessel flooded and sank . . .

KANAK, Pacific Towboat & Salvage Co.'s tug, towed the **Judy S** to port from Point Abreojos, 420 miles south of San Diego. The clipper had lost a propellor blade while fishing for Van Camp . . . Another PT&S tug brought the survivors of the **Sea Lady** and **Dorothy Lee** to port in mid-November. The latter boat went on the rocks at Hippolito Bay; **Sea Lady** sank after an engine room explosion . . . Ernest Freitas, fisherman aboard the **St. Matthew,** drowned off the Galapagos in mid-November. He is survived by a brother Joseph, a fisherman aboard the **Helen S,** and a brother and sister in Lowell, Mass., and three sister in the Madera Islands . . . Albert Ferreira, formerly on the **Ronnie S** and past-skipper of the **Charlene,** is the new captain of the **Wiley V.A.,** Westgate-California tuna fisherman.

FOR THOSE
big CATCHES
GOLD MEDAL NETTING
and SEINE TWINE
THE LINEN THREAD CO., INC.
116 New Montgomery St., San Francisco 5, Calif.
Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Pacific Fishing and Trading, Seattle • Tacoma Marine Supply Co., Tacoma • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego. *Canadian Representative*: Western Leckie Limited, Vancouver, B.C.

Above or Below the Waterline
NAVICOTE
One Coat White
Marine
Fisherman's Plastic
Finishes
Navicote (S.M.)

HART and BURNS Inc. Riverside, California
Manufacturers of DURAHART Protective Coatings — Dallas, Texas

FELLOWS AND STEWART, INC.
Since 1896
STERLING AND KERMATH ENGINES and parts
BENDIX DEPTH RECORDERS — AUTOMATIC PILOTS
PROPELLERS Most sizes up to 40" in stock
FOR SALES AND PARTS call TE-33527
BERTH 206 TERMINAL ISLAND CALIF.

DOUBLE-SEAL PISTON RINGS ALL SIZES
MATHERS ENGINE CONTROLS A MODEL FOR EVERY JOB
MATHERS SUPPLY CO.
4826 EAST 43d • PLAZA 8999 SEATTLE 5, WASHINGTON

INCREASE YOUR PROFITS
WITH THE

SURECHO
60 FATHOM DEPTH SOUNDER
NEW LOW PRICE

Registers to 60 fathoms or 360 feet. Compact . . Rugged . . Accurate . . For safe, efficient navigation, and greater fishing profits. Write for catalog.

K-W CORSAIR COMPASS
IDEAL FOR SMALL BOATS

OVER 13,000 IN USE

Built-in corrector system **Versatile mounting bracket**
Special red lighting **Half point card also available**

SEVERAL MODELS AVAILABLE

Manufactured by WILFRID O. WHITE & SONS, INC. . BOSTON 10, MASS.

WEST COAST DISTRIBUTORS

WASHINGTON and ALASKA: PACIFIC MARINE SUPPLY CO. 1223 Western Ave., Seattle
OREGON: OREGON MARINE SUPPLY CO., 235 S. W. 1st Ave., Portland
CALIFORNIA: WEEKS-HOWE-EMERSON, 255 Mission St., San Francisco 5—ETS-HOKIN & GALVAN, 551 Mission St., San Francisco—218 Avalon Blvd., Wilmington
NUTTALL-STYRIS CO., 825 Columbia St., San Diego
BRITISH COLUMBIA: EDWARD LIPSETT, LTD., 68 Water St., Vancouver

OUR 150th ANNIVERSARY 1804-1954

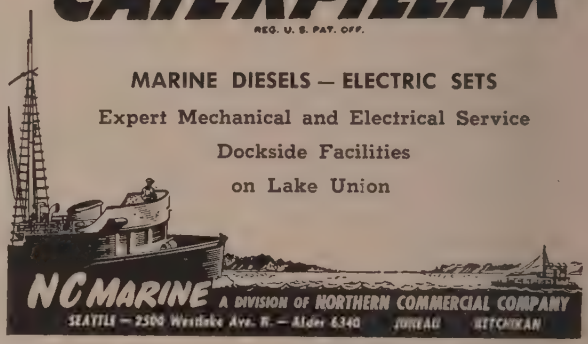
Fish with
FITLER
"WATERPROOFED ROPE"

IT SERVES THE FISHERMAN'S EVERY NEED
- Manila Rope
- Net Rope
- Shrimp Towlines
- Buoy Lines

FOR YOUR PROTECTION LOOK FOR THE BLUE AND YELLOW COLORED REGISTERED TRADE MARK

THE EDWIN H. FITLER CO.
NEW ORLEANS 17, LA. PHILADELPHIA 24, PA.

CATERPILLAR
REG. U. S. PAT. OFF.



MARINE DIESELS — ELECTRIC SETS
Expert Mechanical and Electrical Service
Dockside Facilities
on Lake Union

NC MARINE
A DIVISION OF NORTHERN COMMERCIAL COMPANY
SEATTLE — 2500 Westlake Ave. N. — Alder 6340 JUNEAU KETCHIKAN

STOP EXPENSIVE HAULOUTS!
Conventional bottom paints can't give you the longer-lasting fouling resistance of "TRADEWINDS" Anti-Fouling. Bottoms protected with this highly-toxic Woolsey formula *remain clean*...and this remarkably efficient repellent also insures excellent slip and smoothness. Repaint with "TRADEWINDS" and forget that mid-season haulout.

SERVING AT SEA SINCE 1853
WOOLSEY®
MARINE PAINTS

C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd St., N.Y. 17, N.Y.
Chiles Boat Co., 11333 Atlantic Blvd. Lynwood, Calif.
Oregon Marine Supply Company, 235 S.W. First Ave. Portland 4, Oregon
Pacific Marine Supply Company, 1217-1223 Western Ave. Seattle, Wash.
San Diego Marine Hardware, 1520 Indian Street San Diego, California
Weeks-Howe-Emerson Company, 255 Mission Street San Francisco 5, Calif.

TRAWLING and CRAB FISHING GEAR
COMPLETE TRAWLING EQUIPMENT
- Gold Medal Netting & Twines
- Plymouth Rope
- Plymouth Pot Warp

169 Jefferson St., San Francisco, Calif.
203 Alvarado St., Monterey, Calif.

Two Big Sardine Seiners are Lost By Fire at Sea

Los Angeles harbor's purse seine fleet lost two of its members in November during the sardine dark when the 82-foot **Andrew D** burned and sank and the **Western Pilot** burned and sank two days later.

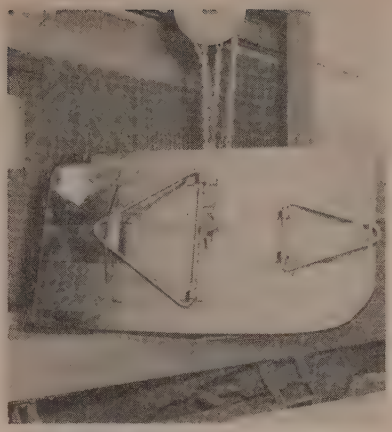
The **Andrew D** caught fire five miles south of Point Dume. The 12 crew members, including the owner-master, Andrew Devlahovich, escaped in the boat's powered skiff. The boat, which fished for South Coast Canning Co., was bought recently by Devlahovich and was formerly the **Conte Di Savoia III.**

Wester Pilot met her end eight miles south of Dana Point. Steve Dvornich, owner-skipper, was rescued with two crew members by the destroyer USS **Eversole.** The sinking marked the end of a disastrous year for the seiner. She had left San Diego Marine Construction Co. the day before her sinking, after some $30,000 worth of repairs. The repairs were necessitated by a grounding off Baja California. It took tugs five days to re-float the vessel.

Fort Bragg Trollers Form Marketing Body

Salmon fishermen whose activities center at Fort Bragg, Calif., have moved into line with the marketing association trend, forming the Salmon Trollers Marketing Association, Inc., as a long-range program to coordinate trolling activities at Fort Bragg with those of other ports, and to arrange satisfactory marketing for its members.

According to the by-laws of the organization, the association was formed for the purpose of mutual help, to serve its own members only, and provide all of its facilities for them. There is a governing board of 11 directors who are elected from the membership by the members. It has no capital stock.



"Down East" dragger door loaded at Gloucester, Mass., for "Angelina", fishing out of Monterey, Calif.

The group is organized and incorporated under the laws of the state of California which permits and regulates such associations. It is a non-profit cooperative association.

Last winter about 20 members of the trollers got together to discuss the formation of an organization similar to that formed by the drag boat fishermen. Later about 100 men signed from the local port and from ports all along the coast, to form such an association, and it is from that group that the 11 directors were elected. They have gone ahead with the forming of the corporation which is now functioning.

The association is open to all trollers. It is the hope of the association that this working together of the trollers will be the answer to many of their industrial problems.

The 11 members of the Board of Directors are: Gene Cameron, president; Paul Lackey, vice president; Mrs. Neva Miller, recording secretary-treasurer; Joe Perry, Louis Cox, Roy Clark, John Figueiredo, Benny Osfeld, Authur Figueiredo, Paul Hunter, Frank Haun, Frank Koski. Dewey Turner, Fort Bragg attorney, is legal counsel for the association.

Monterey's "Angelina" Gets Gloucester Dragger Doors

The dragger **Angelina,** fishing out of Monterey, Calif., for Mission Fisheries, will sport a set of genuine Down East dragger doors on her gear. They were purchased from the Industrial Blacksmith Shop, 107 Eastern Ave., Gloucester, Mass., and are the product of Carl B. Friberg, owner of the shop and specialist in the design and construction of trawl doors, which he builds and repairs for boats all up and down the Atlantic Coast. As a matter of fact, this is his second shipment of doors to the Pacific Coast.

The doors came out by express, which cost a penny or two, for they weighed 250 lbs. each. They are 5½' by 37", constructed of Vermont oak and Canadian spruce, steel reinforced, and fastened by both bolts and welding.

"Helene Anne" Wins $100 Prize for High Trip

In the Commercial Fisherman's Contest conducted by the Chamber of Commerce of Florence, Ore., at the mouth of the Siuslaw River, O. G. McNeilus on the boat **Helene Anne** of Charleston with 2293 pounds in one delivery received the top prize of $100. Second in standings and receiving the $60 second prize is A. L. Amack of Florence on the **Metta Marie,** with a delivery of 2175 pounds. In third place with a delivery of 2103 pounds, is R. S. Smiley on the boat **Joanne** of Astoria, who will receive a prize of $40.

Due to success of this season's contest, and the fine interest shown by fishermen, the chamber plans to hold a bigger and better contest next year.

Opened in August, the contest was based on the largest single delivery of Chinook salmon, silverside salmon or tuna into the Siuslaw River, and attracted a great deal of interest among the troll fishing fleet.

DISTRIBUTORS

Willard Marine Batteries

Next time you need batteries, remember that you pay no more for Willards. And their longer life and freedom from trouble makes *Willards cost less per year to own!*

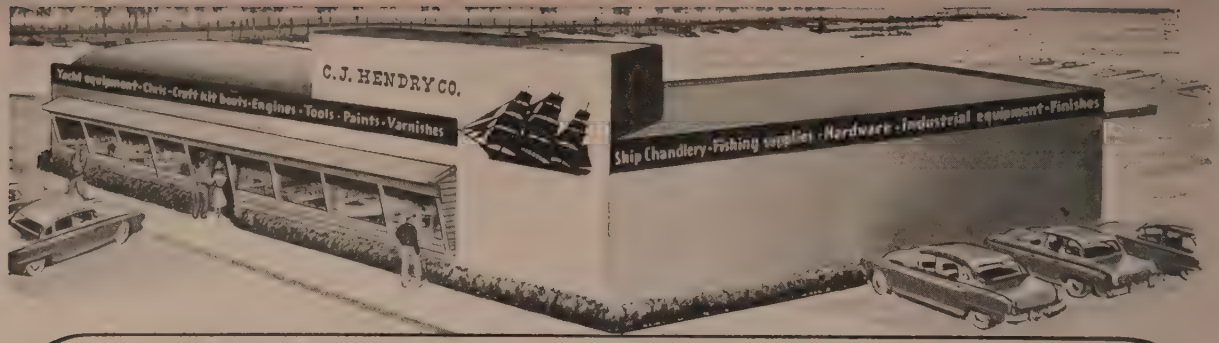
FREMONT ELECTRIC CO.

Power and Light for Marine and Stationary Installations

744 N. 34th St., EV 2323 — **MAIN STORE**

SEATTLE

132 Spokane St., SE 7984 — **SOUTH END STORE**


C.J. HENDRY CO.
Yacht equipment · Chris-Craft kit boats · Engines · Tools · Paints · Varnishes
Ship Chandlery · Fishing supplies · Hardware · Industrial equipment · Finishes

San Diego gets a new marine store

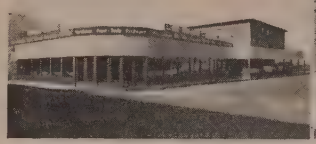
California's own C. J. Hendry Co. (probably the biggest marine supply company in the world) has moved all its San Diego operations into one new building at Shelter Island. Fishing, commercial, and pleasure boat equipment will be stocked under one roof for better, faster service.

All hands are invited to visit the new headquarters, located at...

2607 BYRON STREET AT ANCHORAGE WAY

Men who know the sea buy at **C. J. HENDRY CO.**

Main Store
27 Main Street · San Francisco



Fisherman's Wharf Store
496 Jefferson Street · San Francisco

San Pedro Store
111-121 S. Front Street · San Pedro

Terminal Island Store
764 Tuna Street · San Pedro

Limper flasher. 3 sizes. Nickel silver chrome finish. 36" music wire leader.

Limper spoon. 9 sizes. Nickel silver chrome or brass finish. Also furnished in half chrome, half brass both sides—Lengthwise.

Use separately or in combination. Limper flashers are tops as herring dodgers. Long-lasting Pflueger quality. Made in U.S.A. by the third generation of Pfluegers.

ENTERPRISE MFG. CO., AKRON 9, OHIO

89 years making fine tackle

PFLUEGER MADE IN U.S.A.
(Pronounced FLEW-GER)

WALL POT WARP

QUALITY

FOR PARTICULAR FISHERMEN

SEA GREEN AND KOPRED TREATMENT CABLE—LAID FOR LONG WEAR AND TOUGH SERVICE.

WALL ROPE

FOR EVERY MARINE AND COMMERCIAL FISHING USE

with WALL ROPE—Quality comes first. It is easy to handle, resists wear and stays flexible.

NORDBY SUPPLY CO.
1300 WESTERN AVE. EL. 1364
SEATTLE, WASHINGTON

BEEBE COMPANY
504 S.W. FIRST AVE. AT 7411
PORTLAND, OREGON

LINES and LEADERS

Two New Woolsey Products for Fishermen

Two new products for boat owners—"Cawkleen" a new bilge cleaning concentrate that keeps bilges clean and free from odors automatically and "Cawstain" a deep penetrating stain for plywood and close grained woods, have been announced by the C. A. Woolsey Paint & Color Co., Inc. (NYC).

Woolsey's "Cawkleen" is a new type bilge cleaner that performs its cleaning action with the roll and movement of the boat. Its highly concentrated cleansing powers emulsifies oils, greases and gasoline, keeping the bilges clean and free from malodors. As a fast working liquid detergent (harmless to hands and fabrics) it cuts and dissolves all scum in the bilge automatically so that it requires no special attention or physical application. "Cawkleen" also can be used with excellent results on slippery floor boards of outboard boats, topside paint work, decks and engines.

O. Loel Sunde, left, and Ralph Bermardy of the Sunde & d'Evers Co. commercial fishing department.

Loel Sunde Handles Commercial Fishing Department

O. Loel Sunde has been appointed manager of the commercial fishing department of the Sunde & d'Evers Company, pioneer marine supply house on the Seattle waterfront, effective January 1, 1954.

Loel Sunde has been in the marine business for a number of years and has served the company in various capacities, according to George W. Sunde, general manager.

With the announcement of Sunde's appointment as manager of the department came news of the appointment of Ralph Bernardy as assistant manager of this activity.

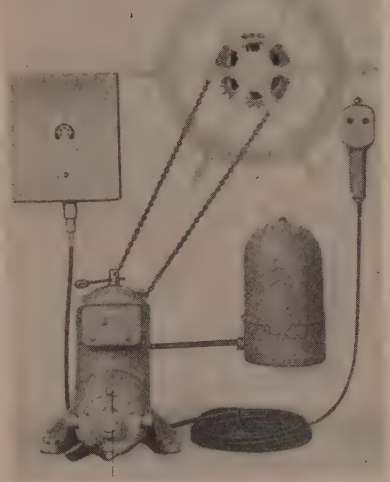
Bernardy brings to his new job a long experience in the fishing field. Born in Bellingham, he has worked as a fisherman and in the canneries and has most recently been with the State Department of Fisheries. Bernardy graduated from the U. of W. School of Fisheries in 1952.

Sealer 900 Compound Is Now Freeze-Stable

Sealer 900, the liquid rubber sealer used by thousands of boat owners coast to coast, is now "freeze-stable" according to officials of Marine Products, Inc., Oshkosh, Wisconsin. "Ed" Meredith, vice president, in explaining the "freeze-stable" development of Sealer 900 stated that Sealer 900 can be subjected, in transit or storage, to repeated freezing or thawing without affecting, in any way, the adhesive quality or flexibility of the product.

Sealer 900, marketed through leading marine dealers, comes in a handy 5¾-oz. plastic squeeze bottle with a pointed tip to control the flow of Sealer 900 into cracks, joints and seams up to ⅛" in width.

While distribution of Sealer 900, and companion products — Sealer 700, Sealer 800, Sealer 1000 and Outboard Metal Mastic — has been extended coast to coast, dealers who are not now selling Sealer 900 are urged to contact their jobber or Marine Products, Inc., Oshkosh, Wisconsin.



The new Bendix Pilot 125 enters the low-price automatic pilot field with all proven Bendix features, simplified specifically for the small fishing boat. It uses the photo-electric principle, operating through a powerful steering unit. Remote controller for trolling cockpit installation is available at nominal additional cost.

Fishermen Find New Diesels Of Particular Interest

Advances made in diesel engine design during the last decade, which have produced diesel marine propulsion units of greatly reduced size and weight and of special appeal to fishermen, were revealed at this year's Seattle Boat Show, particularly in the case of the Detroit Diesel Engine Division's valveless diesel for small boats and the Division's Tandem-Twin for larger fishing boats. The Tandem-Twin had its first public appearance at the Seattle Show.

The "small-boat" diesel is designed for boats 24 feet and up and is the division's four cylinder "51" model rated at 87 shaft horsepower. Its small size and low weight enables the small boat owner to take advantage of the recognized economy, safety and dependability features of diesel power. A motorized cutaway model, also on display, shows the many unique features of design in this engine.

The Tandem-Twin unit consists of two of Detroit Diesel's high speed, "6-110" engines mounted end-to-end driving a single propeller shaft. Although this power plant is a 12-cylinder unit, the engine itself measures only 49 inches in width, 68 inches in height and is 145 inches long. Its weight is less than 21 pounds per horsepower. For use in large yachts it is rated at 530 SHP. For heavy duty continuous use in work boats it is rated at 409 SHP.

George A. Talbot, above, is now a member of the San Francisco staff of the American Manufacturing Co., having charge of sales of soft fibre twines on the Pacific Coast as a whole, and of rope, twine and marine oakum sales in Oregon and Washington. He formerly was sales manager of California Cotton Mills.

Universal Motor, Engine Builder For 56 Years, Fully Confident

Engine builders for more than 50 years, Universal Motor Co., Oshkosh, Wis., this year notes the fact that it is one of the two still-active charter members of the National Association of Engine & Boat Manufacturers, which this year is celebrating its 50th anniversary.

Ralph G. Klieforth, first vice president of the National Association, and president of the Universal Company says: "Back in those early days our engines were a far cry from today's trim, compact models. Our first engine, built 56 years ago, was a large, heavy, two cylinder, 8 horsepower model; while today we offer a 100 horsepower, six cylinder engine of smaller dimensions and lighter weight.

"Our commercial fishing fleet, which has been continually modernizing in equipment and methods, has grown tremendously over the years and is employing more and more power boats. So confident are we at Universal that we are announcing two entirely new models for today's small boats, and have substantially reduced prices throughout our entire line."

Jack Yetter Will Head Twin Disc Sales Promotion

Appointment of Jack N. Yetter to Manager of Sales Promotion of the Twin Disc Clutch Company, with headquarters at the company's home offices at Racine, Wisconsin; and of Mel H. Woodward as Mr. Yetter's successor as Manager of the Tulsa, Oklahoma, District, is announced by N. F. Adamson, Vice-President Charge-of-Sales. The Twin Disc Clutch Company, with plants in Racine, Wisconsin, and Rockford, Illinois, manufactures friction and fluid drives used in leading makes of powered industrial equipment.

"Cat" Booklet Features Pacific Fishing Craft

With the well known Pacific dragger **Marian F.** on the cover, "Honest Marine Power," a new booklet published by the Caterpillar Tractor Co., features work boats the country 'round, and particularly those of the Pacific Coast, including British Columbia.

It includes condensed specifications of all Caterpillar marine diesels. Copies are available from Caterpillar marine dealers everywhere.

★ SELLING & BUYING ★

10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE—RCA Depth Recorder complete with sea chest. Will record 2000 fathoms, indicate 4000 and sound deepest ocean. Cost $25,000. Asking $7,500/or trade marine equipment. Write 1941 Britton Dr., Long Beach, California.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—newl Priced for quick sale. SHERMAN SUPPLY CO., 2456 - 1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: 160 lbs. Northill Anchors. Galvanized. Unused. $75 each f.o.b. out yard. Co-Operative Pipe & Steel Co., 1800 So. Alameda St., Compton 1, California. Phone NEvada 6-2475.

FOR SALE: 2 pieces of 2" Monel shafting. Weighs 180 lb. each. At a bargain. Write D. H. Peterson, 13906 Maloy Lane, Milwaukie, Oregon.

FOR SALE: Complete purse seine net with gear in good condition: Reasonably priced. See Domenick Jelusich at 3005 North 31st St., Tacoma, Washington.

FOR SALE: Crab frames and frames made to order. See Wilbur at Seaside Blacksmith Shop, 733 Ocean Way, Seaside, Oregon. Phone 512J.

SEASIDE
SUPPLY STORES, INC.
Complete Stock of
Commercial Fishing Supplies
ADAMS NETTING
Make our store your Headquarters
in SAN PEDRO
803 S. Palos Verdes TE. 2-7297
SAN PEDRO, CALIF.

COMMERCIAL FISHERMEN
In Mexican-Central American Waters
PACIFIC TOWBOAT &
SALVAGE CO.
Offers Standby Salvage and Towing Service
Pier "C", Berth 20 Long Beach 70-6487
Long Beach 2, Calif. Cable Address: PACTOW
"KANAK"—WA 6710

CHRYSLER MARINES
Tested — Ready to Install
ROYALS 4½ to 1 — $600. 2 to 1 — $700
CROWNS 2½ to 1 — $550. 2 to 1 — $575
Short Blocks For Sale
Standard Machine Works
9707 Alameda LO. 9-1918 Los Angeles

In Southern California
CHRIS-CRAFT
MARINE ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

DOC FREEMAN'S
MARINE ENGINES EQUIPMENT HARDWARE
Rebuilt Chrysler Engines—6 & 8 cylinder models—$550.00 to $775.00. New 60-hp Chris-Craft engines—Model B—with reverse gear in original crates—$525.00.
999 Northlake Ave. EV 1500 Seattle

BOICELLI & BOSS
2909 JONES ST. SAN FRANCISCO
FISHERMEN'S WHARF
Chrysler Marine Engines
SALES - INSTALLATION - SERVICE
COMPLETE ENGINE REPAIRS
AUTOLITE MARINE BATTERIES
KOHLER LIGHT PLANTS

THE COMPLETE YARD
CONSTRUCTION — REPAIR
DRYDOCKING
DESIGNERS and BUILDERS
of Fine FISHING BOATS
SAGSTAD
SHIPYARD
Foot of 20th N.W. DE. 6500
SEATTLE

CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
APELCO
DIRECTION FINDERS
BRYANT'S
Marina
1117 E. NORTHLAKE ME 0090
SEATTLE

FORSTER
SHIP BUILDING CO., INC.
SHIP BUILDERS — ENGINEERS
MARINE WAYS — REPAIRS
Foot of Ferry St. Terminal Island
Phone TE 2-4527

A name fishermen have trusted
for more than 30 years
AL LARSON BOAT SHOP
General Machine Repair Work
Boat Builders
Terminal Island, Calif. TE 2-4521

Washington Trawlers Favor Straight 4½" Minimun Mesh Plan

Apparent preference for a straight 4½" minimum mesh **between** knots for trawl nets delivering catches in Washington was indicated at a meeting held by Robert J. Schoettler, Washington fisheries director, with trawl fishermen at Seattle Dec. 8.

The state fisheries people offered two proposals, stated as follows:

Alternate A: The minimum mesh size for otter trawls for all waters and seasons shall be 4½ inches stretch measure **between** knots.

Alternate B: The minimum mesh size for otter trawls for all waters shall be 4½ inch stretch measure; provided, from April 1, through October 31 vessels taking ocean perch may use nets with a minimum mesh size of 3 inches stretch measure **between** knots if not less than 35 percent of their take is ocean perch, and not more than 20 percent is sole, exclusive of turbot.

Purpose of the Alternate B was to permit vessels which fish largely on ocean perch grounds to use mesh sizes which will decrease the amount of gilling.

Fishermen generally were inclined to feel that difficulties of enforcement and the complications of computing percentages of fish rendered Alternate B less desirable than the simple 4½" minimum.

The meeting also discussed several proposals for regulations dealing with cod-ends made with hog rings, the number of rib lines and the use of double cod-ends.

The state fisheries' trawl specialists presented a quantity of interesting data showing the fishermen the potentialities for greater catches of sole as result of the proposed minimum mesh.

INDUSTRIAL BLACKSMITH SHOP
Builders of Trawl Doors
For Fishing Draggers
107 Eastern Ave. Gloucester, Mass.

In Southern California
NORDBERG
GAS ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

THE FISHERMAN'S YARD
24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California

SITKA SOUNDINGS

The poor fishing season changed the winter living habits of many a Sitka fisherman.

Although the weather was the most disagreeable experienced in years from September through October, Pete Crews, skipper of the **Lila A,** Harold Jenny of the **Stormy,** the Johnson brothers of the **W.R.J.,** Carl Mills of the **LuIu,** Emmit Hodges of the **Tanya,** A. J. Petrborg of the **Mable C** and Rudolph Sarvela of the **Myrth** have fall fished for King salmon to add to their season's catch.

Don Mills, skipper of the **Lydia S,** fished in California waters with George Jackson on the **Anna J** this past season, and has returned to Alaska with his own boat and is fishing for King salmon in the inside waters around Tyee.

George Jackson brought the **Anna J** north and is at present visiting his mother, Mrs. Chris Jackson.

Oscar and Helen Isaacson of the **Gota** sold their home at Sitka and have gone south. Gay Coon fishing the **Laurel M,** took his family to Ketchikan. Don Adams, skipper of the **Cuckoo,** is fishing out of Petersburg and his family have joined him.

A couple of the boys have taken this time of no work and little money, to rebuild their own boats. Red Bowers has rented Mark Ringling's boat repair shop and is giving the **Sequoia** a new forward deck and a modern cabin. He is doing the work himself and will have her finished for early fishing. Tommy Jackson has his troller **H&H** on Bill Beach's covered gridiron and is rebuilding his cabin. Tommy is doing the work himself, with the expert advice of George Howard, and a number of side-walk advisers. The fishing fleet will need to look twice next season to recognize these two familiar trollers.

The seiner **Vivian June** was unfortunate enough to hit a rock this past season and damaged some of her planks. After the seining season the Sitka Marine Railway repaired the damage. This bit of bad luck for her Captain Alfred Perkins was overshadowed by good fortune in the form of wedding bells. Mary Ann Gehring, a nurse at Mt. Edgecumbe and Alfred Perkins were married in Juneau on November 1.

Early one morning the **Good Tidings** with a crew member at the wheel, was set on course at Sitka Light to round Garvanski Island. The chap at the wheel dozed and was awakened by a jar that nearly snapped his neck. The time for turning had passed and the boat on course hit the rock shore of Lisianski point. Robert James, skippering the boat, and all crew members were on deck in a matter of seconds, but there was little they could do except save their lives. The **Good Tidings** was sinking.

Richard Peters of the seiner **La Verne** and Ed Roberts on the little tug **Babe,** with oil drums and pumps raised the **Good Tidings** and beached her at old Sitka until the insurance adjuster arrived from Seattle. She is now being repaired and put in condition by the Sitka Marine Railway and the B & C Machine Shop. They expect to have her in first class condition and in the water by the 15th of February. Although the boat was covered by insurance, she was well equipped and her Captain, Samual Johnson of Angoon, lost above the insurance around $5000.

Jimmie Brightman, who managed the Cold Storage store at Pelican, resigned his position and has returned to his home port of Sitka. Both Irene and Jimmie are enjoying a well earned vacation.

METAL MARINE PILOT

for True-Course Automatic Steering

Price

$300

F. O. B. Tacoma

Manufactured by

Wood Freeman

Fircrest PR. 2791

Tacoma, Wash.

"IMPORTANT TO FISHERMEN — PARTS FOR WASHINGTON DIESELS ARE ALWAYS AVAILABLE"

WASHINGTON IRON WORKS Since 1882

WASHINGTON DIESEL

ADVERTISING INDEX

American Marine Paint Co. 30

Boicelli & Boss 42
Bryant's Marina 42

Cincotta Bros. 38
Coast Mfg. & Supply Co. 27

Enterprise Mfg. Co. 40

Fellows & Stewart, Inc. 37
Fitler Co., Edwin H. 38
Forster Shipbldg. Co. 42
Freeman, Doc 42
Freeman, Wood 43
Fremont Electric Co. 39

Harbor Boatbldg. Co. 42
Hart & Burns, Inc. 37
Heminway & Bartlett Mfg. Co. 22, 23
Hendry Co., C. J. 40

Industrial Blacksmith Shop 42

Larson Boat Shop, Al 42
Linen Thread Co. 37

Mathers Supply Co. 37
McKinney Co., H. G. 42
Metal Marine Pilot 43
Morse Chain Co. 30
Murphy Diesel Co. 24

National Supply Co. 30
N C Marine 38
Nordby Supply Co. 40

Pacific Towboat & Salvage Co. 42

Raytheon Mfg. Co. 26

Sagstad Shipyard 42
Seaside Supply Stores 42
Sperry Gyroscope Co. 36
Standard Machine Works 42
Standard Oil Co. 44
Starr Net Co., A. M. 22, 23
Sudbury Laboratory 26

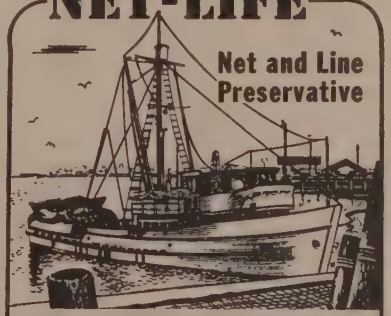
Tacoma Boatbldg. Co. 26
Techkote Co. 43

Universal Motor Co. 28

Washington Iron Works 43
White & Sons, Wilfrid O. 38
Woolsey Paint & Color Co. 38

NET-LIFE

Net and Line Preservative



1. Easy to apply, no heating, dipping time—5 to 10 minutes. Quick to dry—6 to 12 hours.
2. Highest fungicide, bactericide, and germicide value.
3. Uniform penetration to core of the net.
4. No burning of net. Not harmful to handle. No after stickiness.
5. A truly homogeneous solution. No settling or separation of ingredients.
6. Manufactured under controlled, scientific conditions by the pioneer of this modern type of preservative.

ALL OF WHICH ADD UP TO GREATER ECONOMY THRU' SAVINGS IN NETTING, TIME, AND MANPOWER.

TECHKOTE COMPANY, Inc.

820 W. Manchester Ave., Inglewood, California

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant

UNIT Fishing Boat-M.V. Lincoln
Caterpillar D17000 Diesel engine

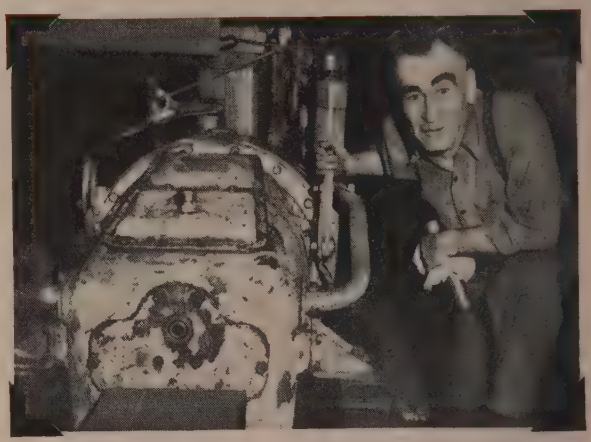
PART Reverse gear-self-lubricated

CONDITIONS Fishing off California coast

FIRM Consolidated Fisheries, Inc., San Francisco, Calif.

No transmission gear trouble in 8 years of fishing!

RPM GEAR LUBRICANT in the reverse gear of Consolidated Fisheries' M. V. Lincoln, shown below, prevented gear trouble since the gears were installed 8 years ago. Inspected at the end of that time, they showed very little wear in spite of tough service bucking tides and foul weather off the California coast. Gears were worked hard by the boat's Caterpillar D17000 diesel, were subjected to shocks and heavy intermittent loads when propeller came out of water during heavy seas. Tony Gomez, Engineer, says, "I've used RPM Gear Lubricant in this boat and others for 15 years and never lost a gear. It holds down wear, protects against shock even under heavy loads and constantly changing speeds."



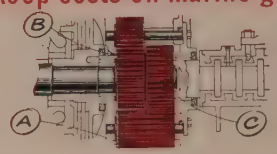
THE M.V. LINCOLN, 59 feet long and 16-foot beam, is one of a fleet of Consolidated Fisheries' boats that fish some 600 miles of coastal waters. RPM Gear Lubricant is used in all their gears.

REMARKS: In transmissions, net-hoist gears and other gear trains, RPM Gear Lubricant provides a tough lubricating film because of its very high oiliness qualities and stability. Recommended for all types of conventional gears, and also for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor—prevents retention of air whipped into lubricant by gears and building up pressure.

B. Oiliness compound helps provide tough lubricating film—withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

NEW OAKLAND HEADQUARTERS of the pioneer Paladini wholesale fish house of San Francisco.

How Paladini Designs a New Branch Plant

Walter Paladini, vice president of A. Paladini, Inc., in charge of the company's Oakland operations.

Walter Paladini Jr., general manager of the A. Paladini, Inc., Oakland branch.

One of the modern and up-to-date wholesale fish markets on the Pacific Coast has just been completed by A. Paladini, Inc., pioneer California sea food producers and distributors, to house the company's Oakland branch.

An outstanding feature of the new plant is the method of handling the loading and dispatching of trucks. There are two entrances to the building, and trucks can come in one entrance, load up and exit through the other entrance. This gives a smooth flow of traffic, and makes loading faster and more economical.

Another feature is the huge storage room, 30′ x 65′, which also has two entrances. At a glance the management can see just what is in stock.

The new building is of reinforced concrete construction with a concrete floor, equipped with plenty of drains so that water does not stand around, and cleaning is easy. There are no pillars nor posts in the building. It has a 30′ ceiling and there is plenty of light, furnished by large skylights and fluorescent lighting. An intercom system throughout the whole building expedites operations.

On the main floor is the order desk, a steel filleting table, the sharp freezer and the large holding box. On the mezzanine are executive offices and box storage. Boxes of fish will be handled on the floor with electric fork trucks, and there is an electric belt conveyor for passing boxes up and down to the box storage space on the mezzanine floor.

A very interesting feature of the refrigeration plant of the Paladini Oakland branch plant is that the company, who also own York ammonia refrigeration systems, have here for the first time gone to the use of freon in a large plant.

The refrigeration equipment was installed by Scatena-York Co., San Francisco. The main compressor is a York Freon VW 20-hp., 3¼″ x 3½″ machine, four cylinder. This is the machine that supplies refrigeration for the main holding box, which is designed for temperatures of zero degrees to minus 50° F. The machine is equipped with 50% capacity reduction for maintaining a low power bill. It is connected to three automatic de-frost evaporators which require no manual defrosting. The refrigeration machines are equipped with York evaporative condensers, which are compact and do away with outdoor cooling towers.

For the fresh fish cooler, 30′ x 65′, there is a York 2⅝″ x 2⅝″ compresser. This cooler is maintained at 25° F. to 28° and is also equipped with automatic defrost evaporation.

Up on the mezzanine floor are two, one-ton capacity each, York Flak Ice machines, air cooled, and said to be the first models of their kind to ap-

Proved in One... Approved for All ...Monel Shafting

It stands to reason — what proves good in one boat should prove equally so in others.

That's what Victor Mavar thought when he discovered the excellent service he was getting from a Monel® shaft in his 55½ ft., Caterpillar Diesel powered, shrimp boat "Victor Mavar." It has lasted as long as the boat, successfully withstanding abrasion and the bite of corrosive salt water.

This was so much better than his bronze shaft service records, that he had tough and long lasting Monel shafts installed on his fleet of thirty boats.

Monel has been first choice of engineers and owners for more than two generations as a most dependable and thoroughly practical marine metal.

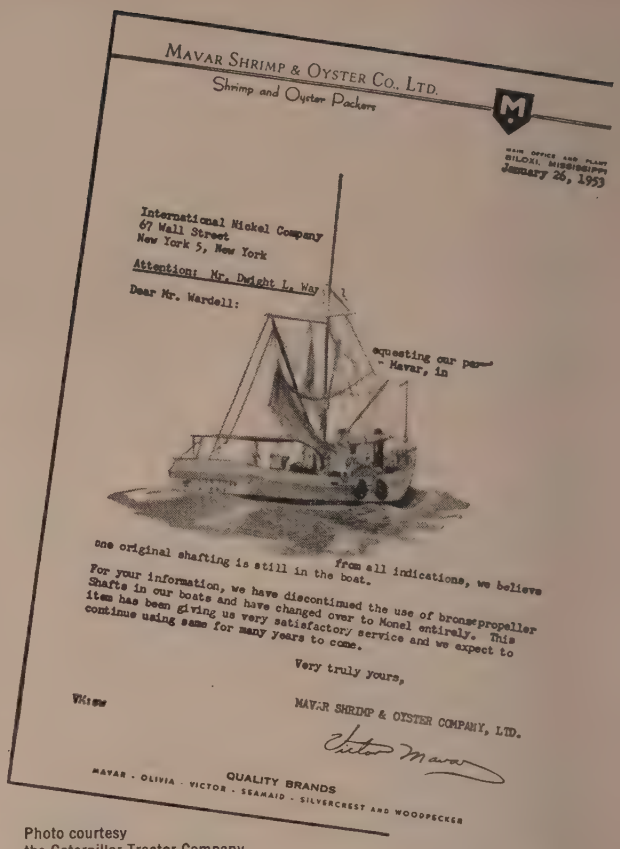
Specify it now for your boats, too.

THE INTERNATIONAL NICKEL CO., INC.
67 Wall Street New York 5, N. Y.

INCO

Inco Nickel Alloys

Monel *"...It's the* SEAGOIN'® *metal"*



MAVAR SHRIMP & OYSTER CO. LTD.
Shrimp and Oyster Packers

MAIN OFFICE AND PLANT
BILOXI, MISSISSIPPI
January 26, 1953

International Nickel Company
67 Wall Street
New York 5, New York

Attention: Mr. Dwight L. Way

Dear Mr. Wardell:

equesting our pa
Mavar, in

one original shafting is still in the boat. From all indications, we believe

For your information, we have discontinued the use of bronze propeller Shafts in our boats and have changed over to Monel entirely. This item has been giving us very satisfactory service and we expect to continue using same for many years to come.

Very truly yours,

MAVAR SHRIMP & OYSTER COMPANY, LTD.

Victor Mavar

QUALITY BRANDS
MAVAR - OLIVIA - VICTOR - SEAMAID - SILVERCREST AND WOODPECKER

Photo courtesy
the Caterpillar Tractor Company

SALT

That Has Stood the Test for Over 45 Years

All Grades :: High Quality :: Fair Prices

Long Beach Salt Co.

2476 Hunter Street, Los Angeles 21, Calif.
PROMPT SERVICE BY TRUCK OR RAIL
PHONE: TUcker 1424

YORK

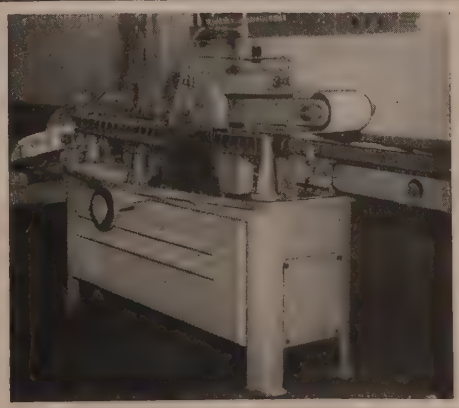
Presents A History Making Ice Maker

York

Makes up to 300-lbs. of ice every day. Low operating cost only 15 kilowatt hours daily.

Scatena York Co.

San Francisco, California



The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

P. O. Box 1322, Warrenton, Oregon

FISH FLOOR of Paladini's new Oakland branch, looking toward the daylight fillet line.

MAIN UNIT of the York refrigeration system in the Oakland Paladini plant is seen in the top picture, while J. A. Scatena and W. T. Murphy of the Scatena-York Co., San Francisco, cast a satisfied eye over the York VW machine installation in the plant.

pear on the Pacific Coast. These supply Flak Ice which slides down chutes to bins on the main floor. The bins have a capacity of 8-tons of ice.

Both the cold storage rooms are insulated with 6" cork on the sides and 8" on the floor. Piping is copper throughout and all pipes are over head.

The company has a fleet of seven delivery trucks, an International, a Ford and five Dodges.

The new plant is located at Fifth and Alice Sts., outside the more congested section of downtown Oakland, and adjacent to the new freeway. A. Paladini, Inc., has had an Oakland branch for the past 32 years, and was at its former location for 29 years.

Head of the Oakland branch is Walter Paladini, vice president of the company. He has been associated with the Oakland branch for 29 years. President of the company is Alex Paladini, who makes his headquarters in San Francisco. Lionel Shatz is secretary-treasurer; and also associated with the management of the company are Hugo and Attilio Paladini, brothers of Alex and Walter.

Assisting in operations at the Oakland branch are Walter Paladini Jr., son of the vice president, and general manager; Sam Castro, assistant manager; and Fortunato "Babe" Paladini, sales manager (no relation to the owners of the company), both old timers with the firm; Jack Bray, office manager, and son-in-law of Walter Paladini Sr. There are some 22 employees of the branch which serves not only the East Bay of the San Francisco area, but also Central California.

A. Paladini, Inc., was founded by A. Paladini Sr., who came to San Francisco via sailing ship around the Horn in 1864. Walter and his brothers started in the fish business as soon as they were able to wield a filleting knife. Walter served during World War I as a maritime radio operator but has been, as have his brothers, connected with the business all his life.

Always alert for the welfare of their employees, the company provided individual lockers and showers at the new Oakland plant.

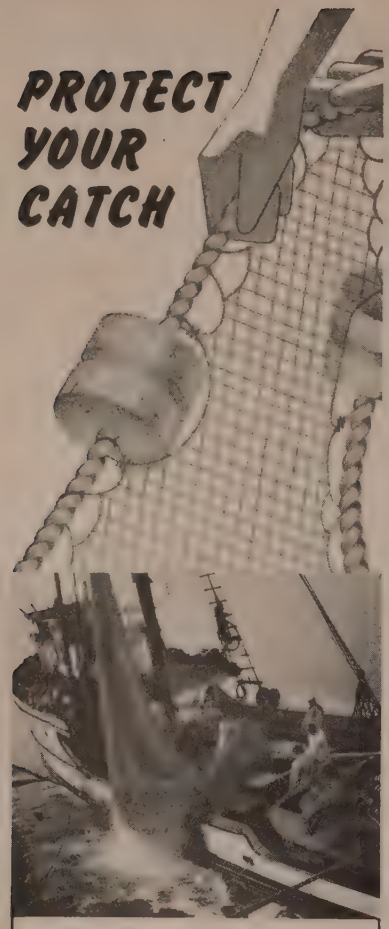
Sam Castro, left, assistant manager, and Fortunato "Babe" Paladini, sales manager, with Jack Bray, office manager, inserted between them. They are all important factors in the operations of Paladini's Oakland branch.

Surplus S.F. Crabs Shipped to Eureka

Commercial fish companies at Eureka and Fields Landing swung into feverish action shortly after November 15, when the first crabs of the north California season began coming into port from the San Francisco area, marking the resumption of operations shut down last summer with the close of the Eureka season.

Crabs were being delivered at Eureka by both boat and truck, with sizeable quantities arriving daily. Many Eureka craft were fishing in the southerly waters pending the opening of the season off Humboldt Bay, set for December 15, a month later than the southern season.

Companies operating crab processing lines included A. Paladini, Inc., Consolidated Fisheries, Balestrieri Fish Company, Theo. Weissich Fish Company, Tom Lazio Fish Company and the Snider Fish Company.



WITH **TUBBS**

EXTRA SUPERIOR MANILA

For sure, fast landing of the catch, Tubbs Extra Superior Manila has been preferred by fishermen for nearly a century.

Top grades of pure Manila fibers are carefully selected and blended for extra strength and longer working life. Special lubrication and water repellency treatments make Extra Superior Manila flexible and easy to handle under the toughest fishing conditions.

Don't take a chance with your catch. For toughness, strength and dependability, specify EXTRA SUPERIOR MANILA by Tubbs, a trusted name in rope since 1856.

TUBBS
CORDAGE COMPANY
SAN FRANCISCO • SEATTLE • Portland • Los Angeles
New Orleans • Houston • Chicago • New York

Conversations in Japan Touch Samoan Operations

Van Camp Sea Food Company, successful bidder for the Samoa tuna cannery, recently had one of its top fishery-operations officials in Japan, along with its own Japanese expert, to study Japan's raw tuna supply potential and prospects for the winter Albacore fishery. The owner of a large refrigerator mothership was also reported by the newspaper Nippon Suison Shimbun to have accompanied the official also.

Earlier the Japan Tuna Boat Owners' Association had made a formal bid to the U.S. company concerning the sale of raw tuna and expressed the hope, it was reported, a "new route" for its Japanese tuna business would be established.

However, according to the newspaper, a Tokyo fishing company—not named—was already carrying on negotiations with the company, looking to signing of a formal contract. Nothing was said about the scope of the transaction.

Hydaburg Reservation's Illegality Is Upheld

Illegality of the creation of the Hydaburg Indian reservation was upheld in a decision of the Government to dismiss its own appeal of the decision of Alaska District Judge George W. Folta, who held in favor of Libby, McNeill & Libby in a case over a fish trap included within the boundaries of the Hydaburg reservation.

Judge Folta decided that the Hydaburg reservation was not legally created in a last-minute act of Julius Krug in the final hours of his tenure as Secretary of the Interior.

The Government appealed the case on behalf of the Indians, but later moved to dismiss its appeal, thus accepting the Folta decision as binding.

Calif. Sardine Industry Initiates Standards Study

A Sardine Standards Committee, with Dr. Sven Lassen as chairman, has been set up at Terminal Island by the California Fish Canners Association to establish standards of identity.

To coordinate provisions of the program, Herbert C. Davis, one of the Pacific Coast's fishery research experts, has been retained on a partial basis to direct the program.

The program calls for collecting all scientific literature dealing with the classification and identity of "sardines", both domestic and foreign; research to develop origin of that term; and to begin collecting samples of all canned products labeled and marketed as "sardines", or likely to be so designated, both foreign and domestic.

THE ONLY WAY TO COMPETE WITH

Archer "S"

IS BY USING

Archer "S"

America's Finest

SOYBEAN SALAD OIL

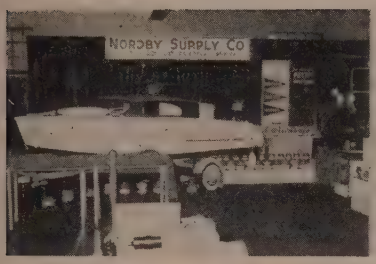
PREMIUM FLAVOR AT NO EXTRA COST!

Refined deodorized and winterized by continuous vacuum process

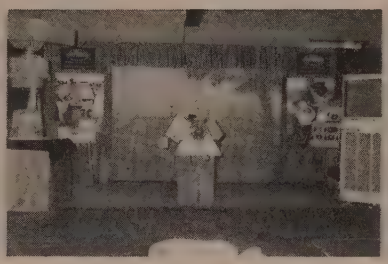
A superb oil for canning tuna and sardines!

ARCHER-DANIELS-MIDLAND COMPANY
MINNEAPOLIS 2, MINNESOTA

Gear and Guys, Booths and Boats, Motors and Men at the Seattle Boat Show



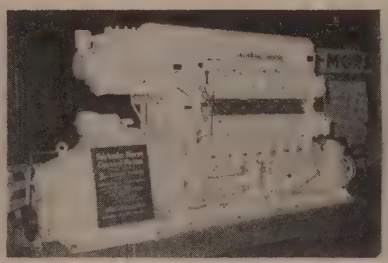
Nordby Supply Company, Pettit Paint distributors, used this boat to show the results of good painting methods.



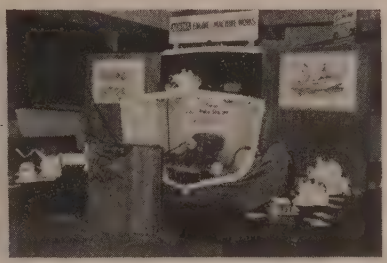
The new Raytheon Mariners Pathfinder Radar was well received by boat show visitors and commercial boat owners.

Blair Dickison and Walt Rhea, Bendix, were pleased with the reception of the new Model 125 Photo Pilot.

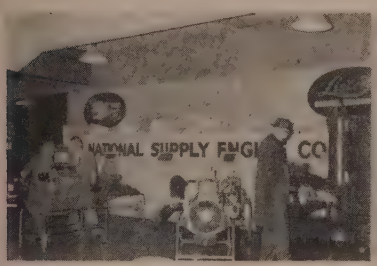
Sunde & d'Evers Company featured the complete line of Kermath engines and two lines of outboard motors.



The Model 38F Fairbanks-Morse Diesel was shown for the first time at the Seattle Boat Show.

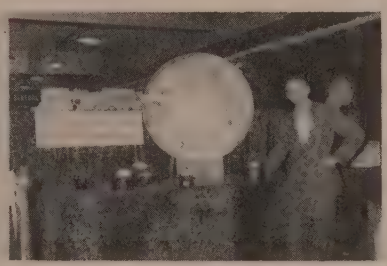


Albina Engine & Machine Works had a rather interesting display showing how their fine equipment operated.



National Supply Engine Company had the first showing of the new Chrysler 200 hp. Marine Engine.

Kolstrand caught the fisherman's eye with a large assortment of gear built especially for his use.



Bob White, Wilfrid O. White and Sons, gave boat show visitors some fine technical dope on compasses and such.

Fremont Electric Company, as usual, had complete showing of the Onan line and other electrical products.

Woolsey Paint, Plymouth Cordage and Bendix Depth Sounders were prominent in the Pacific Marine display.

The General Motors Model 4-51 Diesel attracted a great deal of attention. Evans Engine is the distributor here.

Chris-Craft

WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats —for any commercial use!

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:

Rudolph Kovacs

"I've just completed compiling operating figures on my Chris-Craft powered, 63-ft. sport-fishing vessel, *Rough Rider*," states Rudy Kovacs, veteran charter-boat operator, South Norwalk, Conn. "Results obtained from the twin Chris-Craft engines are so amazingly wonderful, I felt you ought to know of their superb performance! They develop a top speed of 21 m.p.h. and a comfortable cruising speed of 14 knots. I have never been more delighted with engine performance! There will be Chris-Craft Marine Engines in *all* of my vessels next season."

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

CHRIS-CRAFT CORP., MARINE ENGINE DIV., ALGONAC, MICH.

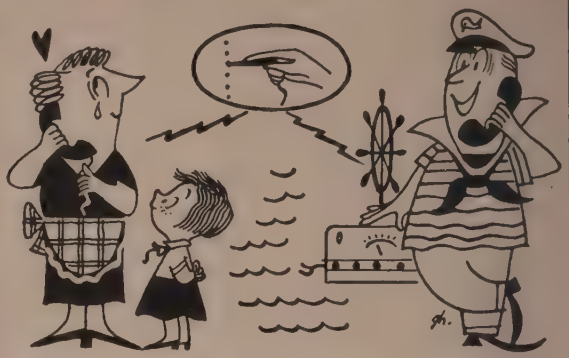
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORP., Algonac, Mich. **FREE!**
Send FREE Chris-Craft Marine Engine Catalog to:

Name_____

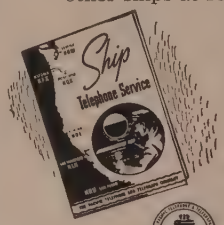
Address_____

City_____ State_____



Want to talk to friends ashore?

The only way to place a call from coastal craft to telephones on land is by ship telephone service. This handy service also links ships with other ships at sea. If you'd like information on how ship-shore can serve you, just write to Pacific Telephone in your nearest large port city. We'll be glad to send you our free booklet.



Pacific Telephone

"YOU WOULDN'T BELIEVE A CHANGE OF WHEELS COULD ACCOMPLISH SO MUCH!"

That is the reaction of practically every one of the hundreds of commercial craft owners who have switched from standard 3-4 blade wheels to the revolutionary new MICHIGAN STAR 5-blade wheel.

IT ELIMINATES RUINOUS STERN VIBRATION . . . INCREASES SPEED . . . SAVES FUEL . . . GIVES BETTER REVERSE AND STEERING.

Ask your dealer about the **MICHIGAN STAR**

In most cases conversion to the STAR requires no compensating adjustment of RPM, diameter or pitch. Costs only a little more than a standard 3-blade wheel.

MICHIGAN WHEEL COMPANY, Grand Rapids 3, Mich.

Japan's 5-Year Plan Projects Big Tuna Pack

Details of the Japanese "five-year" plan, evidently aimed at securing supremacy in world tuna fishery and production, was announced recently in the Japanese weekly newspaper Suisan Shuho.

It includes the proposed building of 230 steel fishing vessels of around 300 tons each, to cost in U.S. currency $5,800,000. Also proposed is the building of 1,280 wood vessels of approximately 80 tons each, to cost $9,800,000.000.

By the end of 1958 the potential tonnage of tuna considered possible with such a huge addition to Japan's already great fleets, would be 552,-775 tons, equal to 23,000,000 cases more than twice that of present world consumption of canned tuna.

Agar Strips, Skipjack Flavor, Don't Lure Tuna

P.O.F.I. researchers working out of Hawaii report negative results from their newest effort to lure tuna with artificial bait.

Strips of agar gelatine made with extract of Skipjack flesh, plus aluminum powder to give a silvery effect, were used in chumming schools of tuna on recent research voyages.

The tuna weren't interested.

Fall Herring Fishing Shatters All Records

British Columbia's fall herring operation got away to a spectacular start and rolled up a production total for the first part of the season far exceeding all previous records.

As early as November 28, a total of 102,516 tons of herring had been landed, or more than three times the catch for the corresponding period in 1951, and nearly double the 1950 catch. No comparison with 1952 was available because the fishery was idle that season owing to the prolonged disagreement over prices between fishermen and operators.

Most of the big catches were made in Ogden Channel and Gasboat Pass, two areas that have been notably productive in recent years, accounting in past seasons for some astonishing individual hauls. On one day early in December 4520 tons of fish were harvested in 25 sets from what fisheries department officials described as "a tremendous body of fish, a dense mass of amazing volume."

Equipped as they are with echo sounders, effective seining gear and other aids, the herring operation in British Columbia is becoming so efficient that when a large body of fish is encountered the attainment of a quota has become an almost automatic procedure. In early December, for instance, about the only important limitation to the catch was the availability of an adequate number of packers to run the catches to the processing plants and return for another load.

Most of the catch during the early part of the season was from the Lower East Coast area, followed by the Middle East Coast. The West Coast of Vancouver Island had accounted for nearly 11,000 tons.

At November 28, the production of herring oil had exceeded 2,210,000 imperial gallons; 81,680 cases of herring had been canned and 16,777 tons of meal had been processed.

Significant Gear Changes Under Study in Canada

Several regulatory and administrative changes are suggested for British Columbia fisheries in a memorandum issued by the department through Chief Supervisor A. J. Whitmore in Vancouver, B. C. While they do not necessarily have the endorsement of the department, an expression of opinion concerning the proposed revision has been requested from the industry.

One proposal is abolition of minimum size of mesh (6½") required in salmon gillnets, other than for Sockeye. It has been represented that the 6½" mesh minimum is no longer warranted and should be dropped, since it now fails to serve the purpose of assisting in conservation by providing selective fishing, due to the increasing use of nylon web and changed procedures in the hanging of nets.

As a result, it is claimed, special conservation needs generally for particular classes or runs of salmon must be secured by extending the normal weekly close times or by special close seasons, etc. In Sockeye fishing no mesh size minimum is required, this having been abolished many years ago.

Extension of salmon purse seine areas has been suggested and in this connection it is maintained that there has been a vast improvement in all types of boats and gear in salmon net operations; that today there is relative equality in mobility and fishing effectiveness of net operations; hence regulations for all gear should provide equal fishing periods and conditions subject only to the needs of conservation.

Increasing efficiency in fishing operations is given as the justification for suggested increase in the weekly close time for salmon net fishing on the Fraser area. Weekly close time for salmon net fishing in areas 12 and 13 (District 3) would be increased by 24 hours to a total of 72 hours. This area is between Vancouver Island and the mainland and in recent years there has been a weekly 72 hour close time during most of the season when fishing becomes intensive. The fishing effort in these waters, it is pointed out, continues to increase on the salmon runs passing along the coast through Johnstone Straits, Broughton Straits, Discovery Passage, etc.

It has been proposed that the opening date for herring fishing by purse seines and trawl nets in the Middle East Coast area be deferred from June 1 to October 1 each season because the commercial fishing is claimed to interfere with the established tourist and holiday business on Vancouver Island, which is dependent on sport fishing.

The use of so-called tangle nets in salmon gillnet fishing has been recommended for prohibition, and it has been suggested that the web in nets used in salmon gillnet fishing should not be hung at any place on the cork line at a ratio greater than three fathoms of web to one fathom of cork line.

Cutting Is Canceled

The usual Canned Salmon Cutting and Research Conference, customarily held in Seattle in March of each year, has been canceled for 1954 because of the necessity of all elements in the salmon industry concentrating their efforts and attention upon preparations on a scale which will be economically successful.

Anchovies Win Position In Million Case Club

California's anchovy fishery proved of considerable importance in 1953. To December 1 a total of 39,000 tons had been delivered, from which around 1,430,000 cases were packed. This gives canned anchovies position in the select group of American seafoods exceeding 1,000,000 cases in output.

Fishermen received $45 per ton, and quotations, f.o.b. west coast in December were $6.75 to $7.75, basis of 5 oz. 100s.

In 1952 the state catch was 26,051 tons and a total of 860,707 cases were produced. In December, 1952, 1,972 tons were brailed and 69,570 cases were packed. Last month was much smaller because packers were not too interested in the product.

The squid fishery had supplied the canneries with 3,082 tons to early December, and from that raw material 151,195 cases, talls, 48 were packed.

D. E. "Ned" Skinner Heads Alaska Steam

D. E. "Ned" Skinner in November was elected president of the Alaska Steamship Co., succeeding his late father, Gilbert W. Skinner.

Mr. Skinner has been general manager of the company for three years, and will continue in this position as well as that of president. R. C. Anderson continues as executive vice president; and R. J. Behnke becomes vice president as well as treasurer.

Van Camp Sets Up Tuna Offal Reduction

Van Camp Sea Food Company has set up a reduction plant to handle its tuna offal which, for many years has been handled by a commercial firm at San Diego. The plant has a 12½-ton capacity.

Equipment was supplied by California Press Manufacturing Company, with separators by Sharples. There is also a stickwater system using the Lassen process. At the San Diego plant, the company will produce its "Sea Pep" fish meal, fish solubles and vitamins. Glenn Copeland is general manager, and the reduction operations are under John Fugatt, superintendent of Van Camp laboratories.

San Xavier Centers Office at Monterey

Frank E. Raiter, president of the San Xavier Fish Packing Co., announces that the company has closed its San Francisco office at 260 California Street, and that its general and executive offices are now centered at the cannery location, 444 Ocean View Ave., Monterey, Calif., in immediate contact with the cannery and warehouse.

The mail address of the firm is now: Box 69, Monterey, Calif.

John McCallum Heads N. W. Fisheries Association

John McCallum of the McCallum-Legaz Fish Co. in November was elected president of the Northwest Fisheries Association, succeeding W. B. Hall of the Booth Fisheries Corporation.

Other officers elected are: Norman E. Weitkamp, Washington Fish & Oyster Co., vice president; Frank Erickson, Aleutian Cold Storage Co., secretary; John A. Lauc, Kayler-Dahl Fish Co., treasurer.

Newly elected trustees are: Palmer G. Olsen, New England Fish Co.; Stephen Chase, Chase Seafood Co., Everett; and Mr. Weitkamp.

Hold-over trustees are: Mr. Hall, Mr. McCallum, Jack Caston, Whiz Fish Products Co.; Meyer A. Bornstein, Bornstein Seafoods, Bellingham; Mark Calvo, Waterfront Fish & Oyster Co.; E. A. Ruthford, San Juan Fishing & Packing Co.

Trap Permit Applications To Be Given Publicity

The U. S. Corps of Engineers has announced that hereafter applications for fish trap permits will be announced publicly and circularized by 30 days public notice inviting the views of interested persons as to possible effect on navigation of the proposed trap.

The practical effect of the new rule will be to throw a block on trap-jumping operations, which obviously will be difficult under a rule requiring 30 days of public notice.

Frozen Chowder Base Employs Pismo Clams

Using frozen Pismo clams from Baja California, a new frozen consumer package has been put on the market, with distribution in all major consuming areas in California, Colorado, Nevada, Arizona and New Mexico.

The product is a New England (cream style) base clam chowder and was developed as a specialty of the Red Snapper restaurant in Burbank, Calif., as a result of the popularity of the chowder on the restaurant's menu.

Originally the chowder used red snapper trimmings from Florida and butter clams from the East, but Dutch Holland, Red Snapper chef, and part owner in the enterprise, developed the chowder to use Pismo clams to give it a full-bodied clam flavor. Monosodium glutamate is used to enhance the flavor of the chowder.

Robert Marks, who heads the Red Snapper enterprise, believes that the way to sell more fish is to serve it at its very best in a restaurant devoted to the preparation of fish. Dutch Holland, who has prepared fish in restaurants in many seaports of the United States, specializes in western fish, King crab, shrimp from Baja California, Olympia oyster stew, broiled Albacore and swordfish, sea bass delmonico, baked fresh tuna au gratin, California Abalone and Alaska salmon broiled.

Red Snapper brand clam chowder is now sold from refrigerated display cases in almost every major store in California, and is distributed through Levi-Bateman Co., brokers. At the present time packaging is a hand job. The base is dipped into pliofilm bags which are in turn placed in yellow, black and red 1-lb. cartons and plate frozen in five or six large refrigeration units.

Two Alaskans Named To Fisheries Board

Two new members of the Alaska Fisheries Board were appointed this fall by Governor B. Frank Heintzleman of Alaska. They are: Kenneth Bell of Fairbanks and Henry Denny of Ketchikan.

Mr. Bell becomes a "public" member of the board, succeeding Paul Kirker Jr. of Anchorage.

Mr. Denny, a fisherman, replaces Don Hamilton, also of Ketchikan.

A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

3302 Smith Tower
SEATTLE 4, WASH.

CANNED SALMON

Cable Address:
"NAECO" All Codes

Cyclone Metal Belts Speed Processing, Reduce Hand Labor, Cut Cost of Canned Tuna

● By the use of Cyclone Metal Conveyor Belts to carry tuna through automatic processing operations, American fish canneries are able to compete economically with low-cost foreign-canned tuna. Partially-cleaned and frozen fish are delivered right from the boats to the canneries. And here Cyclone Conveyor Belts take over. Production is faster, costs are lower and much hand labor is eliminated.

One of Cyclone's many belt types may prove just right for your plant's operation, too. Why not ask our experienced engineers for advice . . . and write to Dept. RS-14 for a free copy of Catalog #4.

U·S·S CYCLONE
METAL CONVEYOR BELTS

CYCLONE FENCE DEPARTMENT
AMERICAN STEEL & WIRE DIVISION, UNITED STATES STEEL CORPORATION
954 60th St., Oakland 8, California.
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

USS
UNITED STATES STEEL

JULES

For Marine Engines and Equipment

Located in the heart of Lake Union marine traffic. Jules offers now, as in the past, 24-hour service . . .

Spare Parts and Service for GRAY GASOLINE and DIESEL ENGINES

FEDERAL PROPELLERS
True-Pitch and Equi-Poise. Large stock from 6-in. to 60-in. diameter

MARINE PRODUCTS PUMPS
Centrifugal and Displacement: Parts & Service

PARAGON GEARS
Reverse and reduction gears. Parts & Service for all Paragon Gears

WALTER'S COOLERS
Fresh water circulating systems for any gasoline or diesel engines

MAXIM SILENCERS
Wet or dry exhaust silencers, ¾-in. to 5-in. for any silencing problem

Jules ENGINE & EQUIPMENT CO.
SVERRE O. JULES

Machine Shop and Dock Facilities
2720 Westlake Ave. North Seattle 9 GA 4110

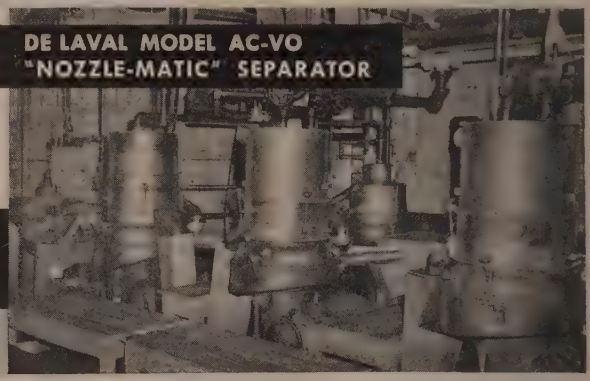
WHICH MACHINE FITS YOUR PLANT?

1 One De Laval-Bird Continuous Meal Recovery Centrifuge will do the work of 3 or 4 smaller machines. It is a horizontal type centrifuge, for separating fish meal from press liquor. It recovers maximum of high protein fish meal . . . of low oil content. 3000 . . . 6000 . . . 10,000 gph of press liquor

2 De Laval Model AC-VO "Nozzle-Matic"® Separators in combination with the De Laval-Bird Meal Recovery Centrifuge yield highest quality oil. The "Nozzle-Matic" is continuous in operation, turns out oil-free stick water for concentration into fish solubles. 2000-3000 gph capacity

1 DE LAVAL-BIRD CONTINUOUS MEAL RECOVERY CENTRIFUGE

2 DE LAVAL MODEL AC-VO "NOZZLE-MATIC" SEPARATOR



THE DE LAVAL SEPARATOR COMPANY

Chicago POUGHKEEPSIE, N.Y. San Francisco

DE LAVAL

FISH OIL SEPARATORS

SAN JUAN BRAND

TRADE MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. SEATTLE 4, U. S. A.

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

January 1954

Demand-Hoisting Pre-Lent Salmon Promotion in Gear As New Year Gathers Way

Primary marketers of canned salmon were more concerned with their future campaign plans than with immediate orders and shipments as the food trade drifted through the holiday season, when fish is largely lost in the scramble for drumsticks and Tom 'n' Jerries.

Every seller in the trade was piping his marketing organization on deck and drumming into his brokers the opportunities and obligations associated with the Lent and pre-Lent promotional program sponsored by Canned Salmon Inc.

Two Points With Punch

One sales manager put the bee on his brokers thus: "The program is designed to increase the sale of ALL canned salmon,—your competitors' as well as ours and yours. But unless YOU adopt it as your very own, all the money, effort, energy and ideas expended in the big promotion will only go to help build up your competitors' sales and profits."

That's certainly a logical view.

Another point made by several of the primary market factors: that the retailer can't cash-in properly unless his shelves are well-loaded with salmon. To see that this situation prevails obviously is the obligation of the field broker—the OBLIGATION and the OPPORTUNITY.

Pattern of Promotion

The pre-Lenten build-up begins on a broad front this month and gathers speed and volume through February. That's the stock-up time.

The selling program isn't pinched-off when Ash Wednesday introduces Lent March 3, inaugurating the into-consumption season. One of the biggest of all the program projects will be an ABC-TV coast-to-coast Theater Guild dramatic show March 2, and from then on continuously until Easter, April 18, there'll be newspaper, magazine, radio and TV support for salmon on a scale never before known in the selling of this particular commodity.

Supply, Prices, Demand

Where do we stand with respect to salmon supplies, pricing and demand?

Prices showed no change at press-time, nor any evidence of weakness. Chums seemed to have jelled at $14 and $13 for "Summer" and "Fall" grades, respectively. Some sellers even had a third type of Chum which they offered at $12.50. Designations used by these three-grade dealers was: "Fancy", "Average" and "Fall".

With a spread of $4 to $5 between Pinks and Chums, it is obvious that Chums have taken a good deal of price-business; but nowhere do Pink stocks appear anything more than light—and some packers say they are sold-out. Some movement from Canada was manifest even before the first of the year.

O.K., that covers prices and supply. Now what about demand?

This question is sure to set heads to shaking — sidewise. Admittedly, and even making full allowance for the holiday slackening, the demand has been a good deal less than might be anticipated in view of the scanty supply and the relatively low price tags.

Time to Stock-up

This year, with a record-poor pack, there actually was a marking-down of prices. Despite the pain, packers set prices at levels designed to stimulate sales. Certainly there was no hint of trying to recoup losses by jacking-up prices on the short pack. Some heady buyers recognized bargains when they saw them, but it's surprising that the potentialities of the situation were not more widely appreciated.

Understanding of this condition is behind the urging which primary market factors are applying to their brokers, importuning them to get their trade stocked-up in time to take advantage of Lenten business lifted to a new level by a million-dollar promotion program.

1953 Tuna Consumption 7-8% Over 1952

Tuna sales in the U.S. during 1953 totaled somewhere in the region of 10,000,000 cases, according to sales executives of Southern California. This would represent 7 to 8% increase over last year, and follows a definite trend during the past several years.

In view of the poor fishing conditions in the eastern Pacific—hardly likely to show much improvement during early 1954—warehouse, stocks and inventories in packers' hands across the country, estimated about 2,000,000 cases, were so low as to be viewed with some alarm by canners, who considered this hardly safe insurance against a shortage of the canned product until the new crop arrived in volume.

As the year ended, the situation was as it had been for the past two or three months; the country was consuming canned tuna at about the rate it was being produced and little was being added to inventories.

Japan Ups Tuna Export Target by 10,000 Tons

It was announced in Japan before the end of 1953 that she would probably step up her previously announced exports to this country of 36,000 tons of raw tuna by an additional 10,000 tons, by end of March, 1954. This, of course, counts that the Japanese fishery can produce that additional tonnage from its winter Albacore and Yellowfin season.

Announced in December by the Transpacific Freight Conference of Japan, freight rates to West Coast U.S. ports were reduced to $40 per ton, from $55 on frozen tuna. Shipments to the East Coast were reduced also, but not as much. Canned tuna was enjoying "cut rate" freight rates across the Pacific, of $7.00 to $8.00 per ton, Pacific ports.

Practically no Japanese imports of frozen fish arrived in California during December. It was between seasons for the Japanese fleets. Moreover such tuna as was arriving at their ports was required for domestic holiday consumption. It was expected that this month might well produce imports of 2,000 tons or more of frozen tuna, as the Albacore season swung into high gear in the Central Pacific. Quotations for the new crop of Albacore were high, above $400, f.o.b. Japan; but with no fish available.

Canned Salmon Prices Not at Issue in Federal Trade Case

Canned salmon prices and pricing are not in any way at issue in the complaint uttered by the Federal Trade Commission against 43 salmon packers and 11 unions, and due for hearing in Seattle this month.

The complaint is concerned only with the method of negotiating **raw fish prices** which has been in effect for the past 20 years, ever since the old N.R.A. ordered it. In 1942 the Supreme Court of the United States held that fishermen were independent producers and, as such, could not collectively negotiate fish prices with packers.

Because of the war emergencies, and with the specific sanction of the Department of Justice, this court decision has not been applied; fish prices have continued to be negotiated, not only with the approval, but also under the direct orders of the Economic Stabilization Agency and the Wage Stabilization Board.

Federal Trade Commission, seeking at last to apply the Supreme Court decision, proposes a "cease and desist" order which would require a return to the former practice of individual negotiation of fish prices between packers and fishermen—no more than that.

The Federal Trade Commission proceedings—

1. Concern only **raw** salmon prices;

2. Do not in any way refer to **canned** salmon prices or pricing;

3. Are not in any sense criminal proceedings.

4. Do not in any way allege that the practices complained of have resulted in fixing or increasing the prices at which canned salmon is sold.

Southern California Canned Fish Markets

Quoted F.O.B. Pacific Terminals at presstime.

TUNA—

Advertised Brands:

White Meat, Fancy	$16.50
White Meat, Chunks	$14.25
Light Meat, Fancy	$15.50-$15.75
Light Meat, Chunks	$13.25-$13.75
Light Meat, Grated	$10.00-$10.25

Private Label:

White Meat, Fancy	$14.50-$15.50
Light Meat, Fancy	$14.00-$14.50
Light Meat, Chunks	$12.25-$12.75
Light Meat, Grated	$ 9.75-$10.00

MACKEREL—

Pacific, tall, nat.	$ 9.00
Jack, tall, nat.	$ 8.00-$ 8.50

SARDINES—

No quotations.

ANCHOVIES—

5 oz. 100s, t/s	$ 6.75-$ 7.75

B. C. Expects To Sell U. S. 350,000 Cs. Pinks

Because of the light returns during the past season in Alaska, British Columbia salmon canners are looking forward to selling a substantial quantity of canned Pinks in the United States during the coming year. Some operators have estimated the volume as high as 350,000 cases.

In view of the heavy Pink pack in British Columbia during the past season, sale of this volume to the United States would certainly be welcomed by the Canadians because, at mid-November it looked as though the total pack of Pinks would be close to 800,000 cases.

Late in the run a considerable quantity of Pinks went through the canneries, but some of this was of inferior quality and would not be offered to the American market. Actually, there was a ready demand for most of this pack and it went overseas, although there wasn't much profit in the business.

Whether packers would continue to handle this inferior grade late-run Pinks in future is a question that some companies are seriously considering.

In November some large British Columbia canners trimmed prices of canned Sockeye $2.50 a case for talls, $1.50 for halves and quarters, making the new prices $28.50, $15 and $17.50 respectively, but there was reported to be quite a spread among various packers and while most of the canners followed the down trend one major packer held to the $31, $16.50 and $19 level.

Seattle Market

Prices openly quoted at press time of this issue, fob. Pacific terminals.

Alaska Red, 48/1	$27-28
Alaska Red, 48/2	17-18
Medium Red, 48/1	20-19
Medium Red, 48/2	12-11.50
Pink, 48/1	18.00
Pink, 48/2	10.00
Chum, 48/1	14-13
Chum, 48/2	8.00
Chum, 4-lb.	15.00

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

Canfisco Divides Selling, Export and Domestic

When R. T. Hager stepped into the presidency of The Canadian Fishing Co., in Vancouver, B.C., following S. M. Rosenberg's appointment as head of New England Fish Co., Seattle, a reorganization of the Canadian company's sales force became necessary because Mr. Hager as vice president had been directly in charge of all sales.

Two sales divisions have been formed, one concentrating on exports and the other on domestic business. C. H. Ashdown, who has been traffic manager of the company, has been appointed by Mr. Hager as export sales manager, and E. F. Piper, a newcomer to the company, is in charge of Canadian sales.

Replacing Mr. Ashdown as traffic manager is William J. Branter.

Mr. Piper was with the Safeway Stores for 19 years and during the past five years was district manager in Vancouver. A veteran of World War II, he spent five years with the Royal Canadian Navy.

Mann & Sons Move

The famous salmon selling firm of William A. Mann & Sons, Boston, this month entering its 51st year of business, moved at the first of the new year from its former offices at 148 State Street to a new location at 313 Congress St.

Mr. Mann, head of the firm, is often referred to as the dean of New England salmon sellers.

PACIFIC PEARL

Crab, Salmon, Clams Tuna and Oysters

IVAR WENDT

Exclusive Sales Agents

701 Central Bldg., Seattle 4, Wash.

Telephone ELiot 1272 • Teletype SE-573

Libby's Pink Salmon Label Scores Success

Entirely gratifying response has resulted from the introduction of "Libby's" brand Pink salmon last fall, according to Guy V. Graham, Libby, McNeill & Libby vice president in charge of the Salmon Division.

"Libby's" brand hitherto has been confined to Alaska Red salmon, where it has been a famous label for nearly 50 years.

With the marketing of the 1953 pack, Libby, McNeill & Libby brought out "Libby's" Pink salmon, the label bearing the familiar script signature, but with the characteristic Libby triangle in Yellow on a label whose basic background is green.

The effectiveness of the new label is expected to lead to its general use on Libby Pinks, according to Mr. Graham.

Libby's Pink Label eliminates the salmon long associated with the firm's Red label, and carries a vignette of salmon on a dish for serving. The rear panel repeats the brand name prominently, and gives two illustrated recipes, one for a hot dish and one for a salad. These recipes are accompanied with natural color pictures of the food ready for the table—rather unusual in label recipes.

The company also has revised its "Libby's" label for Chinook salmon, the white label with blue triangle now using that designation instead of King.

"Rupert" Brand Selling Adds Radio in L.A.

Howard T. Burge, Los Angeles, is Southern California broker for British Columbia Packers, Ltd., Vancouver, B.C. for that concern's "Rupert Brand" fresh-frozen, skinless fish fillets.

To assist sales in the southern territory, two radio participation programs were announced last month, one with a well-known commentator on "homely" topics in Los Angeles; and another over a San Diego radio show. In addition a steady and extensive Southern California newspaper campaign is being carried on.

PRIORITY'S NEWEST PRODUCT

EGG NOODLES AND TUNA

With Pimento and "MSG" Added

J. R. BARRY & CO.

Terminal Is., Calif. TE 2-6488

Exclusive Sales Agents For

CALIFORNIA MARINE CURING & PACKING Co.

Tuna — Sardines — Mackerel

"Priority" Tuna Clipper Successful Sales Gimmick

California Marine Curing & Packing Company, Terminal Island employed a novel "tuna clipper" filled with "Priority" canned tuna in most of its distribution points throughout the country, as a successful point-of-sale promotion.

The attractive display increased sales as high as 90%, according to James R. Barry, exclusive sales agent for the company. Several thousand of the "clippers" were placed, mostly in super-markets. The display was designed by Joe McNeal, and produced by Schmidt Lithograph Co., Los Angeles.

Calif. Swordfish Imports

Southern California's rapidly declining Broadbill swordfish industry —less than 50,000 lbs. for all of the 1953 season—was bolstered by important imports from Japan and Peru. From Japan in fillets and steaks came 1,214,068 lbs. to November 30; and from Peru, 124,245 lbs.

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.

Seattle, Wash.

Since 1868

Producers • Packers • Distributors

Canned • Fresh • Frozen • Seafoods

Van Camp Assigns New Duties in Sales And Merchandising Field

Robert G. Debnam has been appointed as advertising manager of Van Camp Sea Food Company, Terminal Island. He succeeds Gordon C. Curtis, Jr., who has been named as sales manager.

The above were among a number of changes and promotions announced by Roy P. Harper, vice president and director of sales, who stated these were in line with Van Camp's moves to keep pace with the company's four-way expansion of sales, new specialty products, advertising, and foreign operations.

W. J. Grinnan, vice president, was given additional duties beyond that of directing the company's government and contract business, trademark problems, copyrights and consumer complaints. Now he will also direct all import and export operations.

Lewis Brown has been promoted to be administrative assistant to Mr. Curtis, with emphasis on policy matters, market research, etc. Al Crosson will promote sales of basic packs of tuna, sardines and mackerel; Al Davis has charge of specialty food packs.

Barney Maxson recently returned to Van Camp from a second tour of duty with the navy. He now has charge of staff servicing territories of Detroit, Cincinnati and Miami, which are managed by Charles Chartrand, Jim Smyth and John Pressley, respectively.

Doug Fraser is handling sales territories of Chicago (Jim Garrigus), Dallas (Narman Crandall), and San Francisco (Bob Wayne); while Jay Harris services the territories of New England, New York and Atlantic coast territory, the latter under Maurice Lifson, Boston.

Hailed as one of the country's "best advertising men", Mr. Debnam has 21 years of advertising behind him. He came to his new duties from Brishacher-Wheeler & Staff, San Francisco, Van Camp's advertising agency, where he was vice-president.

Canned Abalone Imports Maintain Even Pace

Imports of canned abalone from the west coast of Lower California, packed whole in 1-lb. tall cans, mainly for transshipment to the Orient, in 1953 were about at a stand-off with 1952. For all of that year, 3,055,095 lbs. crossed the international border into San Diego. To Dec. 1, 1953, the gross was 2,775,125 lbs. This does not take into consideration dried abalone. The pack from Lower California canneries is handled for world distribution by Marine Products Company, San Diego.

1953 Clam Meat Imports Exceed 600,000 Pounds

Clam meats, for packing in Southern California plants in ½-lb. round cans, minced, from Lower California, Mex., were in excess of 600,000 lbs. during 1953. This was a slight increase over 1952. The meat, from Pisco clams, is shucked on the beaches and sent into this country refrigerated.

Badly Needed Upswing Noted in Shrimp Imports

Mexican Pacific shrimp production was showing considerable improvement as 1953 drew to a close. Imports across the international borders of Arizona and California showed in November, 1953, as 5,000,000 lbs., against 3,000,000 lbs. in 1952.

That an increase in fishing was urgent a glance at the two previous season's imports will disclose:

Month	1951-52	1952-53
August	23,900	286,150
September	479,650	563,700
October	4,582,746	2,762,494
November	4,611,411	3,021,237
December	3,635,035	1,900,251
January	2,298,486	1,403,031
February	1,899,707	1,073,424
March	1,151,759	994,982
April	671,250	1,087,283
May	1,656,611	1,093,685
June	1,680,046	1,172,374
July	1,726,485	1,082,616
Pounds	24,407,077	16,441,227

Wholesale prices remained consistently high. For top quality, layer pack, brand names, under-15 was quoted, f.o.b. west coast at 95c per lb. as against 75c last year at that time. While cold storage receipts were increasing, particularly for the smaller sizes, the national shrimp picture was good, according to west coast importers.

The feeling was that, if high prices continued, these would be a lure for Central and South American producers to increase their exports to this country. To December 1, Japan was disclosed as the largest exporter with 4,295,728 lbs. Canal Zone and Panama sent up, 176,340 lbs., Argentina, 53,422 lbs., Costa Rica, 9,980 lbs., Holland, 5,004 lbs., Peru, 507 lbs. and Australia 100 lbs. All these imports came into California. The total was 4,541,081 lbs.

Quality Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat
and Northwest Tuna
Main 4464
Smith Tower, Seattle 4, Wash.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Sales Representatives
Now Ready for Shipment
Frozen Lobster Tails
Call us for our offerings
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

Herring Closure Decision Is Reported by Rhode

Decision to recommend closure of Southeast Alaska herring fishing except for food or bait was reached at Seattle conferences of Fish and Wildlife Service officers, according to an announcement credited to Clarence J. Rhode, Alaska regional director upon his return to Juneau.

The possibility of such closure was discussed at the Seattle hearings, but no conclusion announced.

During the Southeast Alaska hearings on regulatory proposals strong position was taken by both trollers and salmon seiners in seeking closure of the herring fishery for reduction purposes. At Seattle the herring fishermen and operators of the two plants active made a vigorous defense and sought to have fishing permitted through the 1954 season to test their theory that the abundance of the herring population in Southeast Alaska was again on the upswing.

Todd Personnel Changes Announced by Paulson

P. E. Paulson, managing director of J. H. Todd & Sons, British Columbia salmon packers, announces that O. B. Alexander has been appointed manager of the company's Richmond plant on the Fraser River, succeeding R. E. Hemple, who resigned that post last June. George Johnson has joined the head office staff in Vancouver to take charge of gillnet purchases and development. All operating activities of the company have been transferred to Vancouver from Victoria, where for generations the old-established fishing company made its headquarters. The Wharf Street offices in Victoria are chiefly concerned with bookkeeping details now. Management is directed from the mainland city.

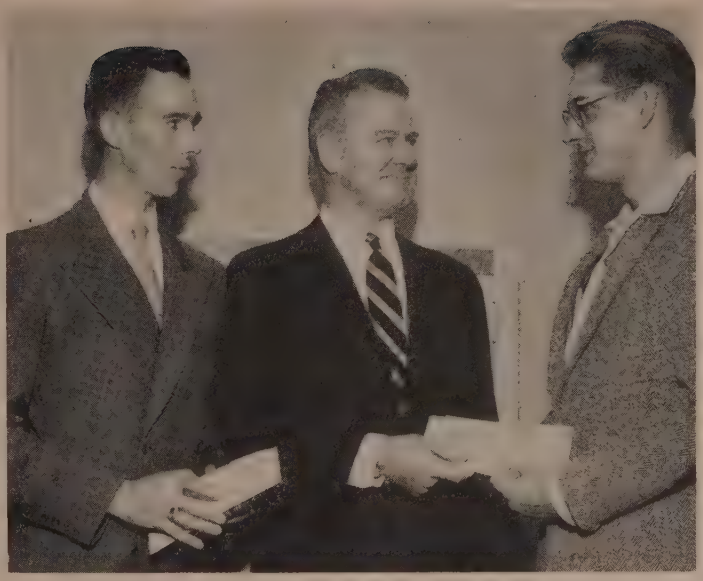
Jim Eckman, Retired, Busier Than Ever

One of the busiest senior businessmen in Vancouver, B.C., these days is J. S. Eckman, former president of the Canadian Fishing Co.

Automatically retired because of an age limitation which he himself had imposed several years earlier, Mr. Eckman relinquished his duties with The Canadian Fishing Co. several years ago, but for a man such as Jim Eckman, happy only when occupied with pressing affairs, the idleness of retirement soon palled. He organized the Greater Vancouver Metropolitan Industrial Development Commission, whose main purpose is to attract new industries to the Vancouver area, and within a few months became the focal point of tremendous activity.

Mr. Eckman's commission has been responsible for spreading Vancouver's name as an industrial center all over the world, and it was largely instrumental in attracting United Kingdom financial interests who plan to invest $175,000,000 in developments at the mouth of the Fraser River.

Mr. Eckman works because he likes it; he draws no salary for his services to the commission.



Volney Richmond, center, president of the Northern Commercial Co., Seattle and Alaska, presenting his company's $500 scholarship checks to two University of Washington graduate students in fields specially served by the N-C Company — fisheries and forestry. On the right, Charles Goode, fisheries graduate student, and on the left Floyd F. Forristall, graduate student in forestry.

Northern Commercial Co. this year also made a scholarship available in mining at the University of Alaska, and a general engineering scholarship at the University of British Columbia.

F. A. Hansen, Export Fish Operator, Passes

Frederic A. Hansen, president of the Vendsyssel Packing Co., who had spent most of his business life as American representative of the Danish house, Vendsyssel & Co., died in Seattle early in December at the age of 64.

He was in charge of Vendsyssel operations on this coast, which at one time extended from Southeast Alaska into Northern California, with the principal packing plant at Astoria, but with headquarters always in Seattle. The company was an important factor in mild curing for export, and handled substantial quantities of frozen fish for export, notably Steelheads.

With the onset of World War II and the occupation of Denmark, the company's operational activities were suspended, and never were resumed on the same scale.

During the war Mr. Hansen served as a civilian fishery expert in the Quartermaster Market Center, Seattle.

With the reduced Vendsyssel activities in the fish business, Mr. Hansen engaged for some years in both the floral and the real estate business with his wife, Maria Sudakoff Hansen, who survives him.

Mal Xavier Visits N.F.I. Pacific Members

Mal Xavier, assistant director of the National Fisheries Institute with headquarters in Washington, where he is specially responsible for the Pacific region of the national organization, spent part of November and December on the Pacific Coast, visiting with the many officers and members of the organization and discussing Institute affairs with them.

He says that interest in the N.F.I. convention, to be held this year in Cleveland, Ohio, May 2-5, inclusive, is already building-up actively; and that the Fisheries Exhibit feature introduced last year is assured of showing substantial growth.

Spiny Lobster Trade

Imports of spiny lobsters, live and cooked from Lower California camps for the new season, starting in October, amounted to 600,625 lbs., to November 30 against 468,560 lbs. same period in 1952. For the 11 months of 1953 the imports were 1,675,235 lbs., against 1,893,785 lbs. for all of 1952 showing some improvement in production.

EVERYBODY'S HAPPY—Three broad grins are registered at the recent award dinner for the annual San Pedro Fishermen's Fiesta Boat Parade as W. K. Brown (left), manager of Continental Can's Terminal Island plant, presents one of two Continental trophies to Antonio DiBernardo (right), skipper of the "Santa Maria." Gordon Blahnik (center), of Crofton Diesel Engine Company, presents the skipper with another trophy. Continental's second trophy, in the sponsored division, went to Van Camp Sea Food Company's first place winning boat, decorated as Aladdin's Lamp.

NOT LIKE THE BAD OLD DAYS—Here Matteo De Gennaro of Daly City, Calif., fishing boss for the Bristol Bay Packing Co., gets a cuppacoffy from Kay Godsil, Northwest Orient Airlines stewardess on his 32nd annual trip to Bristol Bay. When he first went North to the Bay it was on the windjammers, taking 30 to 40 days. This year's trip totalled 15 hours from Oakland, Calif.—Northwest Orient Airlines photo.

Ex-Hovden Sardine Haulers Sold Again

The two 160 foot **L.C.I.s**, purchased after the war by Hovden's Food Products Corporation of Monterey, and sold last year to the Wilbur Ellis Co., have been sold again.

W. H. Ross of San Francisco bought the **Cresta Blanca** for use as a mother-ship in South America. She will be taken to San Francisco for outfitting. The Diesel Supply Corporation of San Francisco has acquired the **Cordova** for undisclosed purposes.

The boats have been laid up at Moss Landing.

TWO TUNA SCOUT PLANE PILOTS DIE IN WRECK AT SEA

After more than a decade of accident-free use of airplanes on tuna clippers, the first two fatal accidents have occurred. The first was the crash of the plane attached to the **Corsair**, killing the pilot Milton Clark. The second death occurred when Charles Wilson, making his first trip as the pilot of the **Mary E. Petrich's** plane, crashed as he was flying off the clipper.

Clipper "Explorer" Lost In Galapagos Islands

Explorer, formerly **Hawaiian Tuna**, one of the navy clipper-type **YP's**, was reported a total loss in the area of the Galapagos Islands, Ecuador, in December. Capt. John Hrutky and 12-man crew were picked up safely by another clipper, **Azoreana**. The 128' wood vessel, owned by Joe Soares, San Diego, was fishing for Westgate-California Tuna Packing Company. She was valued at around $400,000.

60 Tuna Seiners Make 233 Voyages

The Fishermen's Cooperative Association reports that a fleet of 60 seiners engaged in tuna fishing during 1953, and these include those working in waters off Mexico as well as those fishing offshore of Central and South America. A total of 233 completed trips as of December 1 has been recorded.

It seems that four seiners will share honors for number of trips completed: **Marauder**, Tony Mihovilovich; **Western Explorer**, Frank Manaka; **Sea Rose**, Luka Alafetich; and **Pioneer**, Joe Mardesich.

California left with her tuna nets in late November and may be gone for several months. Ray Jones is skipper. The freezership **Tony B** was reported taking deliveries from tuna seiners fishing waters off South America.

New Sea Rover was reported at sea at mid-December but expected home for the holidays. The **Defiance** was also due to report to port.

Rows Ashore in Dinghy After Boat Explodes

Leonard Parie, operator of the one-man fishing boat **Maybe**, saved himself after his boat exploded by rowing four miles to shore in his dinghy at the end of November. The **Maybe** was fishing out of Newport, Ore.

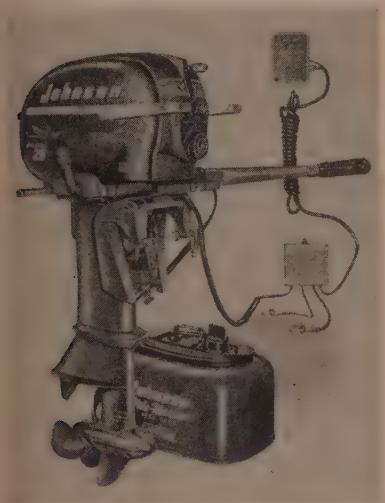
Parie was seriously burned by the explosion which wrecked and fired his boat, valued at $15,000.

LINES and LEADERS

Onan Marine, Standby Electric Plants Are Featured

Three models of marine electric generating plants are being shown by D. W. Onan & Sons, Inc., Minneapolis. Two are gasoline-driven models, 1,000 and 1,500 watts, while the third is a diesel-driven generating plant of 3,000 watts capacity.

The diesel unit, Model 3MDSP, is a water-cooled, single-cylinder generator set that will operate efficiently on any type of diesel fuel from No. 3 furnace oil to premium grades. Both the full diesel engine and the direct connected generator are completely Onan-built, incorporating every practical safety feature. Model 3MDSP is extremely compact and can easily be installed on any type fishing craft. It will provide dependable, low-cost power for searchlights, blowers and appliances, radio and ship-to-shore communication equipment, water and fire pumps, signal systems, winches and general lighting. The 3,000 watt unit can be supplied in both alternating current and battery charging models.



Fishermen find the answer to a prayer in Johnson's new Sea Horse 25 outboard with electric starting. This takes the armstrong out of operating the big, rugged outboards which fishermen favor for dories and skiffs and the rugged, slugging use that kickers get in the fishing business.

Lathrop Steps Up Power Without Raising Prices

During 1953 Lathrop Engine Co. carried on a systematic program for improving the leaders in its gasoline and diesel marine engine line. While Lathrop prices will remain unchanged, horsepower is being increased and the line in general is being extensively streamlined.

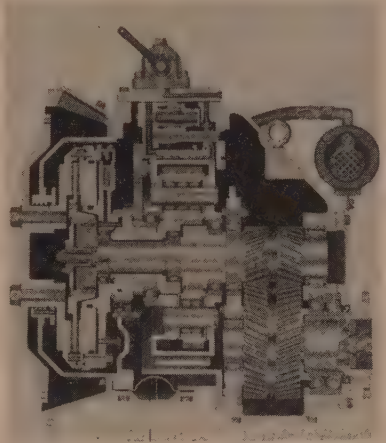
In addition to this streamlining, Lathrop, a pioneer of the marine engine, is redesigning its gasoline engines to provide a very substantial increase in horsepower on most of its models.

As an example of the results obtained, the Lathrop LH-Super with 339 cubic inch displacement will now deliver 145 or more horsepower at 3200 R.P.M. In addition to this increased horsepower, there are other major improvements.

Other sizes of the LH Models that are being revamped include the 45 horsepower LH-4, the 90 horsepower LH-Atom and the 120 horsepower LH-DeLuxe.

The increasing demand for the medium and heavy duty Mystic, Engineers' and Standard Model Lathrop Gasoline Engines continues to prove that these long-life, trouble-free, heavy-duty engines still hold a firm place in the marine engine field.

The three popular sizes of Lathrop Diesel Engines are the D-60, D-100 and DH-200 which range from 60 to 200 horsepower. Demand for these models is substantially increasing as more were produced in 1953 than in any previous year while there is a substantial backlog of bookings for 1954.



Snow-Nabstedt Gear Corporation is making a special feature this winter of the above hydraulic gear, which handles 175 hp. at 1600 rpm. with the positive, effortless operation of hydraulically-actuated design, plus extreme strength in materials and design.

Caterpillar Names Parts Man for Southern California

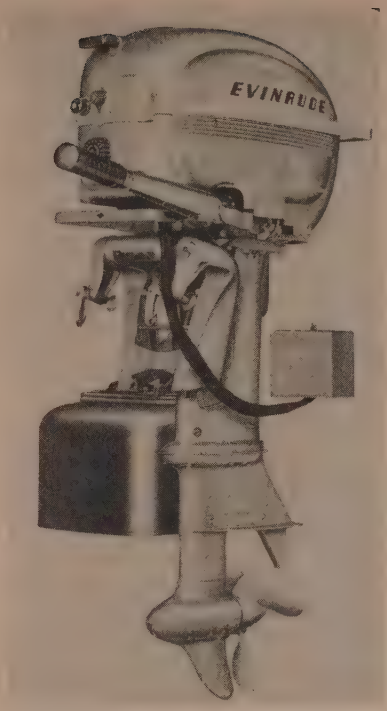
Appointment of J. F. Nullmeyer as parts department representative in southern California, Arizona, and southern Nevada is announced by J. E. Ferguson, western division parts manager for Caterpillar Tractor Co., San Leandro, California.

Headquartering in southern California, Nullmeyer will work with the following Caterpillar dealers: San Diego Tractor & Equipment Co., San Diego; Shepherd Tractor & Equipment Co., Los Angeles; Wallace Machinery Co., Oxnard, among others.

Nullmeyer joined Caterpillar in 1943.

Anchor Data Available In New Danforth Booklet

Even the saltiest boat owner will find it well worth his while to read "Anchors and Anchoring," a free sixteen-page booklet just published by Danforth Anchors. Surprisingly enough, too, there's practically no advertising in it—just good practical information starting with the history of anchoring and going through anchor testing, anchor sizes, anchor rodes, methods of anchoring, and just about everything else a skipper would want to know on the subject. It's most entertaining, too, and well illustrated. A copy will be sent free to anyone requesting it from Danforth Anchors, 2121 Allston Way, Berkeley 4, California. Again this year, there will be no change in either the design or the prices of Danforth Standard, Hi-Tensile, or Ship anchors. Sizes range from 2½ pounds to 21,000 pounds.



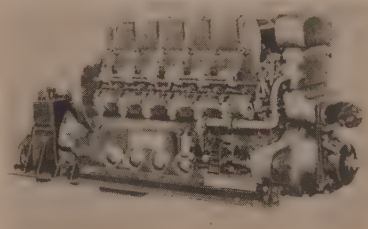
Electric power takes over the fisherman's engine-starting task in this new Evinrude 25, the heavy-duty outboard which has served the fishermen of the Pacific Coast so well in the past, and which now starts with the touch of a button.

Compact Power Gives P & H Diesels Interest for Fisherman

The 1954 line of P&H Marine Diesels offers complete coverage in the popular horsepower range. There are 2, 3, 4 and 6-cylinder models with piston displacement up to 525 cubic inches.

P&H Marine Diesels are manufactured by the Harnischfeger Corporation, one of America's largest and oldest manufacturers of construction and industrial equipment. Because of advanced design, they offer unusual power output for their size and weight. The over-all compactness and lower total weight, achieved through the use of modern lightweight alloy metals, make P&H Marine Diesels popular for powering fishing boats up to 60 feet.

P&H Marine Diesels are 2-cycle, and all models have 4.5" bore and 5.5" stroke. Complete information on P&H Marine Diesels may be obtained by writing P&H Diesel Engine Division, Harnischfeger Corporation, Crystal Lake, Illinois.



The 6-cyl. P & H diesel engine, pride of the line, and a growing favorite with fishermen, who find its compactness and low total weight factors of cash value.

Fishing Vessel REFRIGERATION

Baker

SAFEGUARD YOUR FISH & PROFITS!

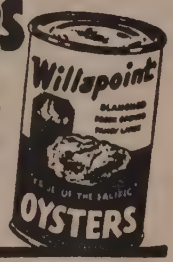
Rely on Baker refrigeration, parts and experienced service for economical, efficient and dependable operation.

Engineering Corporation

LOS ANGELES SAN PEDRO SAN FRANCISCO

PETERSBURG
Cold Storage Co., Inc.
PETERSBURG, ALASKA
Ralph Hall, Manager
Commercial
FREEZING and STORAGE
Excellent Facilities for Buyers and Fishing Boats
BAIT ICE
Radio Call KWO 28

Willapoint OYSTERS



—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!

THE ALASKA LINE

First In Serving Alaska's Greatest Industry

ALASKA STEAMSHIP COMPANY
Pier 42
Seattle 4

H. C. HANSON
Naval Architect :: Engineer
Phone ELiot 3549
102 Colman Ferry Terminal
Seattle 4

American Hammered Piston Rings
Briggs Oil Filters
Lathrop Marine Engines
H. G. McLaughlin Co., Inc.
76 YESLER WAY SEATTLE 4

The Campbell Machine Co.
SAN DIEGO 12, CALIFORNIA
BOAT BLDG. MACHINERY REP'S
ANCHOR and CARGO WINCHES
Distributors
"Union" Diesel Engines

YOU MAKE MONEY ON THE BEACH, TOO
when you bring your boat to

NATIONAL STEEL AND SHIPBUILDING CORPORATION
HARBOR DRIVE AT 28th
Phone Franklin 9-8065 • San Diego 12

Highest *Quality*

ARB

Brand
Canned Mild Cured and Frozen **SALMON**
FARWEST WRANGELL CO., INC.
WRANGELL, ALASKA
Seattle 9 Office: 750 Westlake N.
Phone: MAin 7448

ARTHUR DE FEVER
Naval Architect & Marine Surveyor
Consultation Re-Conditioning Survey
Ship Design Inspection Appraisers
701 East Harbor Drive, P.O. Box 1049
San Diego 12, California
Phone No.: F-9-2159

San Diego Marine Const. Co.
SHIP CONSTRUCTION and REPAIRS
Marine Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF

NORTHERN PRODUCTS CORPORATION
Distributors
American and Canadian
MILD CURED and FROZEN SALMON
200 Bell St. Dock Pier 66
SEATTLE 1 U.S.A.

PAUL W. HILLER
315 AVALON BLVD, WILMINGTON, CALIFORNIA
MARINE MECHANICAL EQUIPMENT
TEL: TERminal 44-538

KOHLENBERGER ENGINEERING CORPORATION
DEPENDABLE REFRIGERATION SINCE 1922
FULLERTON • CALIFORNIA

DEPENDABLE REFRIGERATION

SERVING PACIFIC FISHING FLEETS SINCE 1922

Our engineering staff is always at your service. Phone or write for name of nearest boat yard to serve you.

Foreign Inquiries Solicited

General Offices and Factory
FULLERTON, CALIFORNIA

Telephones
L.A. Mutual 6497 Lambert 5-3521

Shark Repellant Found Aid in Tuna Fishing

Among the discoveries brought about by World War II and made available to civilian populations is a chemical substance which acts as a repellant to sharks and offered protection to fliers downed in shark-infested waters now and during the recent war.

The Shark Chaser Chemical Co. of San Pedro, recently organized through the efforts of Alvin Allyn and his associates, is now making this formula available to commercial fisheries and to commercial interests who wish to afford people protection against sharks — airlines, steamship lines, etc.

The original product, now being sold by the name of Sharko, was the combined product of the Naval Research Laboratory and the American Cyanamid's Calco Division. Commercial tuna fishing boats out of Los Angeles harbor have also tested the product, which comes in cake form, for several years and are finding it effective to ward off sharks from the nets which are frequently damaged by attacking sharks. This application is in addition to the use of the repellant as an attachment to a life jacket for personal safety purposes.

Sharko is a combination of chemical salts and a black dye, a combination which when released from a water-tight packet, forms an inky black cloud in the sea which the sharks distinctly avoid, as proven by Navy tests and commercial tests. The effectiveness of the repellant is based on the fact that a shark has a strong sense of smell and that the chemical has incorporated in it the odor of dead shark. Sharks, it is well known, avoid a dead member of their species.

Of interest to commercial fishermen is the fact that the dispersion rate of the dye-chemical is effective to 180' depth — tests have been made locally off San Pedro by the Sparling School of Diving.

For use by fishermen, Sharko is being packaged six and 12 to a carton. Each pack is approximately six ounces. It is estimated that 200 cakes per season are required for from five to six trips for tuna in southern waters. Sharko does not act as a repellant to tuna or other fish. The dispersing agent in the cake gives a round, solid cloud which moves as a body with the current in which fishing is being carried on. The customary method of use by fishermen is to attach several of the cakes to the cork floats during a set.

Officials of the Shark Chaser Chemical Co. state that the fact that the sharks do not leave the area immediately after the repellant is dispersed does not interfere with the effectiveness. It causes the sharks not to feed and, therefore, not to damage the nets.

Marathon Offers Stock "Fish Sticks" Overwrap

Packers of the new and fast selling frozen seafood product, "Fish Sticks" will welcome the announcement by Marathon Corporation of a new standard design overwrap for this product.

Another in Marathon's "fish-on-a-dish" series, the wrapper for Fish Sticks is rotogravure printed and carries a sparkling pictorial of the seafood product.

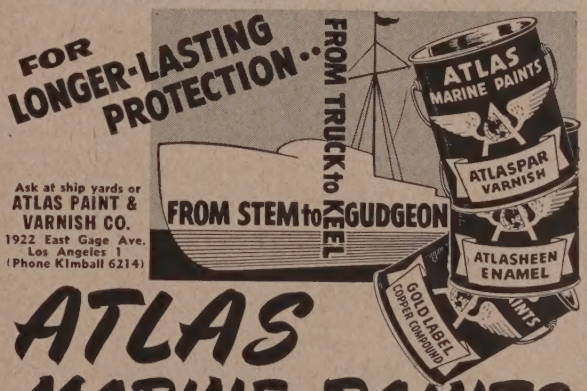
Flexibility is the keynote of all wrappers in the series. Thus a packer can accomplish variations in weight—and may even imprint his own net weight legend if desired. Careful arrangement of copy and illustration provide ample white space for the user's brand identification, sales messages or cooking instructions.

G. BRUCE NEWBY
Consulting Naval Architect
and
Marine Engineer
Telephone 966-35 4549 East Anaheim St.
Long Beach 4, California

PHILIP F. SPAULDING
NAVAL ARCHITECT AND MARINE ENGINEER
65 Marion Street Viaduct MAin 4954
SEATTLE 4, WASHINGTON

ADAMS AMERICAN NETTING TUBBS CORDAGE PABCO MARINE PAINTS
A. D'ACQUISTO & SONS
FISHERMEN'S SUPPLIES
COMPLETE TROLLING EQUIPMENT
Phone: 2-4110 Municipal Wharf, Monterey, Calif.

VITA FOOD
TRADE MARK
PRODUCTS, INC.
GENERAL OFFICES — NEW YORK CITY
Importers & Exporters — Producers, Packers, Smokers
FISH OF ALL KINDS
Mildcured and Frozen from all Principal Centers of Alaska
SEATTLE OFFICE — 1844 WESTLAKE NORTH



Ask at ship yards or
ATLAS PAINT & VARNISH CO.
1922 East Gage Ave.
Los Angeles 1
(Phone Kimball 6214)
ATLAS MARINE PAINTS

Hitting on All "6"
"6" Aggressive Salesmen Building Canned & Frozen Seafood Brands in CHICAGO & MIDWEST. Sales efforts second to none for aggressive producers.
L. H. FROHMAN & SONS • Sales Agents
FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET CHICAGO 10

J. J. CAMILLO
Wholesale SEA FOOD Broker
935 W. Harbor Drive, SAN DIEGO 1, California
Maritime Agency
★ BROKER and AGENT ★
Phone Franklin 5189

NUTTALL-STYRIS CO.
825 Columbia FISHERY SUPPLIES San Diego 1 Calif.

ADVERTISING INDEX

Alaska Steamship Co. 62
American Can Co. 3
American Marine Paint Co... 30
Amerio Contact Plate Freezers, Inc. 4
Archer-Daniels-Midland Co. 48
Atlas Paint & Varnish Co..... 63

Baker Engr. Corp. 62
Barry & Co., J. R. 57
Boicelli & Boss 42
Bryant's Marina 42
Buelow & Co., C. F. 58

California Marine Curing & Packing Co. 57
Camillo, J. J. 63
Campbell Machine Co. 62
Carruthers Co., E. H. 46
Caterpillar Tractor Co. 7
Chris-Craft Corp. 50
Cincotta Bros. 38
Coast Mfg. & Supply Co. 27
Columbia River Packers Assn. 56
Continental Can Co. 16
Cyclone Fence Div., U. S. Steel Corp. 53

D'Acquisto & Sons, A. 63
De Fever, Arthur 62
De Laval Separator Co. 54
Delca Fish Preservators, Inc. 56

Ederer Div. Linen Thread Co. 2

Electric Storage Battery Co. ..... Inside Back Cover
Enterprise Mfg. Co. 40

Farwest Wrangell Co., Inc..... 62
Fellows & Stewart, Inc. 37
Fibreboard Products, Inc. ..... Outside Back Cover
Fish Net & Twine Co. 6
Fishermen's Packing Corp..... 64
Fitler Co., Edw. H. 38
Forster Shipbldg. Co. 42
Freeman, Doc 42
Freeman, Wood 43
Fremont Electric Co. 39
Frohman & Sons, L. H. 63

Hanson, H. C. 62
Harbor Boatbldg. Co. 42
Hart & Burns, Inc. 37
Heminway & Bartlett Mfg. Co. 22, 23
Hendry Co., C. J. 40
Hiller, Paul W. 62

Industrial Blacksmith Shop.. 42
International Nickel Co., Inc. 46

Jules Engine & Equip. Co..... 53

Kelley-Clarke Co. 58
Kohlenberger Engr. Corp. 62

Larson Boat Shop, Al 42
Linen Thread Co., Inc. 2, 37
Long Beach Salt Co. 46

Marathon Corp. 13
Mathers Supply Co. 37
McKinney Co., H. G. 42
McLaughlin Co., Inc., H. G... 62
Metal Marine Pilot 43
Michigan Wheel Co. 50
Morse Chain Co. 30
Murphy Diesel Co. 24

National Steel & Shipbldg. Corp. 62
National Supply Co., Engine Div..4, 30, Inside Front Cover
N C Marine 38
Newby, G. Bruce 63
New England Fish Co. 57
Nordby Supply Co. 40
Northern Products Corp. 62
Nuttall-Styris Co. 63

Oceanic Sales Co. 53
Oxenberg Bros., Inc. 56

Pacific Marine Supply Co..... 8
Pacific Tel. & Tel. Co. 50
Pacific Towboat & Salvage Co. 42
Petersburg Cold Storage Co. 62

Radiomarine Corp. 5
Raytheon Mfg. Co. 26
Red Wing Motor & Mfg. Co. 64

Sagstad Shipyard 42
San Diego Marine Constr. Co. 62
San Juan Fish. & Pack. Co... 54
Scatena York Co. 46
Schmidt Lithograph Co. 32, 33
Seaside Supply Stores 42
Shepherd Marine 4
Sloan Co., R. M. 64
Spaulding, Philip F. 63
Sperry Gyroscope Co. 36
Standard Machine Works 42
Standard Oil Co. 44
Standard Steel Corp. 4
Starr Net Co., A. M. 22, 23
Stix, Inc., Robert L. 58
Sudbury Laboratory 26

Tacoma Boatbldg. Co. 26
Techkote Co. 43
Tubbs Cordage Co. 48

U. S. Steel Corp., Cyclone Fence Div. 53
Universal Motor Co. 28

Vita Food Products, Inc..... 63

Washington Iron Works 43
Wendt, Ivar 57
Westgate California Tuna Packing Co. 58
White & Sons, Inc., Wilfrid O. 38
Whiz Fish Products Co. 56
Willapoint Oysters 62
Woolsey Paint & Color Co..... 38

Fishermen's Packing Corporation

ANACORTES, WASH.

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

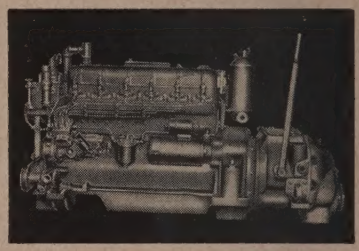
COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: ANACORTES, WASH.

POWER TO SPARE



FOR THE "WORKHORSE" FLEET

A built-in power margin in every RED WING engine assures you dependable performance under all conditions. Rugged, durable, easy-to-maintain RED WING's have been bringing cargo to port on schedule for more than half a century.

Whatever your power needs, there is a RED WING designed to fill them.

Waiting your inspection at the Boat Show are the following new RED WING diesels:

D4 35-45 H.P. medium duty diesel . . . 144 cu. in. displacement . . . for craft 22-35 feet.

D6 80-100 H.P. marine diesel . . . new series of 6-cylinder engines . . . displaces 300 cu. in.

D6 100-145 H.P. heavy duty diesel . . . 426 cu. in. displacement . . . second of new series for boats 30-50 feet.

SEE OUR DISPLAY NEAR THE MAIN ENTRANCE

SEND TODAY for your free copy of "Power to Spare", a complete catalog of diesel and gasoline marine engines . . . 10-200 H.P. made by RED WING

RED WING MOTOR & MANUFACTURING COMPANY
Dept. 104
Red Wing, Minn.

COMPLETE SOUTHERN CALIFORNIA SALES COVERAGE

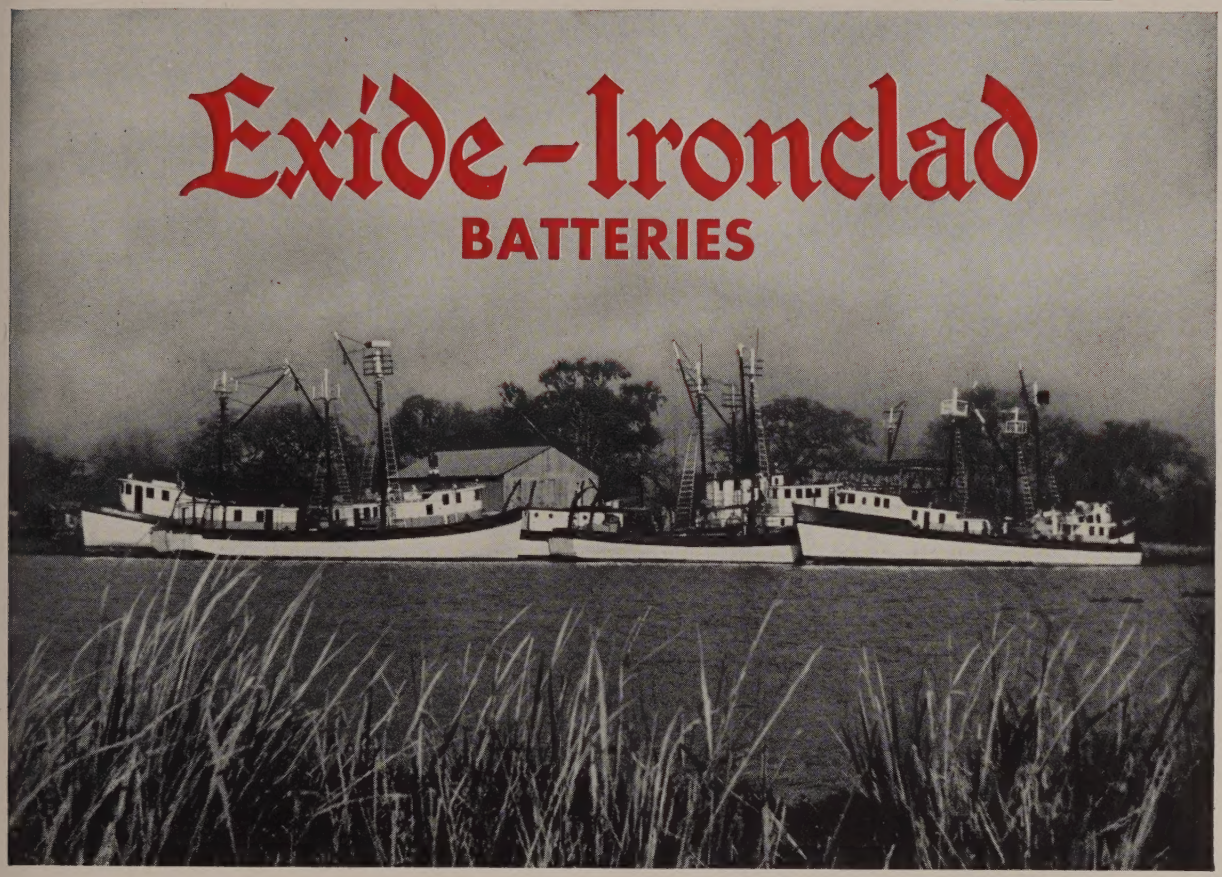
R. M. SLOAN CO. — Brokers

1231 EAST SEVENTH STREET
TWX LA 634

LOS ANGELES 21, CALIF.
Phone MAdison 6-5291

In the Gulf of Mexico, John Santos' fleet gets off to a good start, with

Exide-Ironclad
BATTERIES



Shrimp Boats, Morgan City, La.

Operating out of Patterson, Cameron and Empire, Louisiana . . . John Santos' large fleet of shrimp and menhaden boats roams the Gulf of Mexico. Each vessel is equipped with Exide-Ironclad diesel-starting batteries. In addition, most of these vessels rely on Exide batteries for dependable lighting.

Exide-Ironclad batteries assure:

UTMOST RELIABILITY and **SAFETY**
SUSTAINED POWER for normal and emergency needs
MAXIMUM CAPACITY with minimum size and space
LOW COSTS of operation and maintenance
LOW DEPRECIATION—exceptionally long life

THE ELECTRIC STORAGE BATTERY COMPANY
Philadelphia 2
LOS ANGELES, CAL. SAN FRANCISCO, CAL. SEATTLE, WASH.
Exide Batteries of Canada, Limited, Toronto

HERE'S WHY YOU GET MORE WITH EXIDE-IRONCLAD

Positive plate containing corrosion-resistant Silvium is different . . . unique . . . exclusive! No other type of positive plate can offer you the advantages of the Exide-Ironclad with its slotted tubes, permanently sealed with the new polyethylene bottom bar. More active material is retained . . . providing higher battery capacity for a longer working life.

For vessels of every kind . . .

Exide-Ironclad is your best battery buy
. . . AT ANY PRICE

"EXIDE-IRONCLAD" and "SILVIUM" *Reg. T.M. U.S. Pat. Off.*

1888 . . . DEPENDABLE BATTERIES FOR 66 YEARS . . . 1954

FIBREBOARD *Shipping Cases*

ARE ALSO TRAVELING BILLBOARDS!

In transit... in dealer displays... re-used at check-out counters as convenient carriers for customers' purchases, your shipping case is a four-sided billboard if properly used. FIBREBOARD'S Designing Department has assisted many packers and manufacturers in the effective use of this valuable advertising space.

FIBREBOARD PRODUCTS INC.

16 plants on the pacific coast

it's the way your goods ARRIVE that counts!

FIBREBOARD PRODUCTS INC.

Home Office: 1789 Montgomery Street • San Francisco 11

252

Sales Offices: Baltimore • Boise • Denver • Fresno • Los Angeles • New York • Oakland • Philadelphia
Phoenix • Portland • Sacramento • Salem • Salt Lake City • San Diego • San Francisco • San Jose • Seattle • Stockton • Yakima